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The China Mail

ESTABLISHED 1845

February 25, 1920. Temperature 55

Rainfall 0.00 inch.

Humidity 85.

February 25, 191. Temperature 65

\$70
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號五廿月二年十二百九千一英

HONGKONG, WEDNESDAY, FEBRUARY 25, 1920.

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

CHINESE DECORATIONS.

LONDON, Dec. 19.

The Gazette publishes a number of decorations conferred by the President of the Republic of China on British officers for distinguished services in the course of the campaign. They include the order of Chingchi (first class) and Tsahou Pao Kuang on Earl Haig and Sir Henry Wilson (first class) Sir William Robertson, the Order of Wenhu (first class) on general Allenby, Earl Cavan, Sir S. G. F. Milne, W. R. Marshall, together with many lower classes, principally to officers who served with the Chinese Labour Corps.

SILVER.

LONDON, February 19.

Messrs. Montagu's report shows a record fall in price of 14½ due to temporary selling by China combined with free selling by the continent. A steady rally ensued, encouraged by enquiry from China and elsewhere. The substratum of strength in the silver position is evidenced by this strong reaction despite adverse influences connected with the approach of Chinese New Year, heavy sales of melted coin from the continent and free realisation plate etc. The latter is so considerable that the trade is more than supplied from it.

RICE SHORTAGE IN INDIA.

CALCUTTA, Feb. 19.

In the interest of consumers in Bengal the Government has prohibited the export of rice except by special permit to countries absolutely dependent on supplies from India, when export is only permitted in the minimum quantities and if the requirements of the purchasing country cannot be met from Burma.

SALE OF EX-GERMAN SHIPS.

New York, February 19.

Mr. Payne, the retiring chairman of the Shipping Board, in giving evidence before the Senate Commerce Committee, recommended the rejection of all bids for thirty ex-German liners which had just been conducted, and asked for authority to renew negotiations for the sale of the vessels for operation under the American flag.

Mr. Payne stated that the Shipping Board has already sold 183 vessels including 18 ex-German cargo boats for \$93,500,000 for operation under the American flag. He believed the purchasers would not be able to transfer them to foreign ownership without permission of the Board.

PRESENTS AND THEIR PURPOSE.

"I'd give her a bit of my mind"—the words echoed shrilly through an omnibus, and to the passengers laden with Christmas parcels should have served as a salutary warning. What ever else one gives, one always gives a bit of one's mind. An essential element in the perfect gift is that it should be what the receiver wants, and it is only by taking thought that the giver can be consistently fortunate in his choice.

Nor is thought enough. There must go with it sympathy, and, above all, imagination—some emanation from the giver's self. To achieve the perfect gift—the gift that would have occurred to no one else—the giver must greatly dare. If his resolution is sickled over with the pale cost of thought, the typical outcome is a cheque. One can, indeed, conceive conditions in which a cheque would be a perfect gift, but it is apt to be a labour-saving expedient—a confession of importance. It eases the giver of the burden of choice, and what makes a gift precious is the voluntary labour of choosing—still labour, even when capitalized as inspiration. About a cheque there is nothing even of the intimacy of the slipped coin that marks the culmination of the visit to the schoolboy. It smacks of superiority—of superiority, at any rate in the goods of this world—whereas in a gift any suggestion of patronage is fatal; for the essence of it is equality between the giver and the receiver. "Take not a gift; a gift bindeth," and in the oppressive sense a cheque is the most binding of gifts.

Express or implied, all the lore of gifts is in the Bible. It mentions gifts of all kinds. Gifts, for instance, which are insults, and as such excite not gratitude but hate: "Ye shall not eat of anything that dieth of itself; thou shalt give it unto the stranger within thy gates that he may eat it." Again, there are formal gifts. When Saul, searching for his father's asses, says, "There is not a present for the Man of God," he is thinking of a fee. He offered the silver—which he was forced to borrow—in return for a service which he would have been glad, it may be presumed, to accept without paying for it. There is another kind of formal gift—gifts that, though voluntary, are as advertisement of social standing. They are given as evidence that the giver belongs to a certain class or holds a certain position—such gifts as Ahasuerus gave "according to the state of the King." Just as there are bibbia-bibbia, so there are gifts which are no gifts. These gifts prescribed by custom are not personal, and are hardly to be thought of as exciting personal gratitude, and without it there can be no perfect gift—none the less so that the conscious expectation of gratitude in the giver may vitiate the giving.

JAPANESE IN AMERICA.

PROPOSED BILL TO DENY CITIZENSHIP.

It is reported in a San Francisco dispatch to the "Asahi" that Senator Phelan introduced into the Senate an amendment to the American Constitution. The amendment provides for the denial of citizenship to Japanese children born in America. The Bill has been referred to a committee.

The message further says that the Labour Association at San Francisco held a meeting when the resolution of the meeting that an extraordinary session of the State Legislature should be convened was communicated to the local Governor. Another resolution was adopted by the meeting that legislation against Japanese immigration should be pushed through Congress.

There can be no element of indifference, compulsion, or convention in the perfect gift. It implies the labour that is a labour of love. David would not offer to the Lord that which had cost him nothing, and it is expressly laid down that an animal offered, for sacrifice shall be perfect in its kind. No pains were to be spared in the selection. In giving to the Lord what found favour with Him the Israelite accepted His will; he became one with Him, and to that extent His equal.

Similarly a rich man can make a gift to a poor man in such a way that in relation to it there is equality between them. To arouse this feeling of equality the giver must make manifest his own pleasure in the good fortune which enables him to give pleasure to others. He must be bubbling over with excitement in having hit upon the very thing that that good fellow, the receiver, will rejoice in as he does. The impulse to share must be there to sweeten the impulse to renounce. In the gift that blesses him that gives and him that takes there must be participation as well as renunciation; renunciation is but the negative part of the gift. What pleasure there is in giving a book to a friend who may be relied on to know just why one liked it, and to point out excellencies that one had overlooked. To imagine him chuckling over, say, the chapter in the "Egoist" or "An aged and a great wine" is as good as chuckling the port itself. Wine, let us add, is a good gift; and at Christmas, least of all, is the pleasure in giving confined to things of the mind. A good bottle shared with one whose wit is greater than the whole—much fuller of delight than when consumed in solitude.—Times.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

NEW TYPE OF TANK.

LONDON, February 23rd.

The Memorandum on the Army Estimates states that a new type of Tank is being developed with a speed of twenty miles an hour. It made a trial run of a thousand miles and showed, practically, no signs of wear.

Two of these new Tanks have been despatched to India for experiment in tropical conditions.

THE WREKIN BY-ELECTION.

LONDON, February 20th.

The result of the by-election in the Wrekin Division of Shropshire which became necessary owing to the death of Sir Charles Henry, is as follows:
Mr. CHARLES PALMER (Independent) 9,287
Mr. CHARLES DOWSON (Labour) 8,739
Mr. J. BAYNE (Coalition Liberal) 4,750
[The late Sir Charles Henry, a Coalition Liberal, was returned unopposed.]

CIVIL SERVICE REFORM.

LONDON, February 23rd.

The report of the Committee dealing with the re-organization of the Civil Service recommends that women be given a status and authority identical with men with equal minimum pay and equal increments up to a point. A well-marked avenue of promotion should be opened up as the University monopoly of administrative posts is disappearing.

BRITISH INDUSTRIES FAIR.

LONDON, February 23rd.

The British Industries Fair has been opened. One hundred and fifty thousand invitations have been issued, including 40,000 to the Overseas stand. The frontage at the Crystal Palace section is five miles in length.

IMPERIAL STATISTICAL BUREAU.

LONDON, February 23rd.

The Statistical Conference held its last session on February 23rd. A striking feature of the Conference has been the remarkable unanimity prevailing in its decisions, notwithstanding the diversity of conditions and interests represented. Generally speaking the South African statistical system readily adapted itself to the decisions of the Conference.

It is anticipated that the new Imperial Statistical Bureau will be a co-ordinating medium more complete than any previously conceived.

OBITUARY.

WASHINGTON, February 20th.

The death is announced of Rear-Admiral Robert Edward Peary, discoverer of the North Pole.

TAX ON WAR WEALTH.

LONDON, February 20th.

The Select Committee has opened its sittings to investigate the scheme for a tax on war-time fortunes.

An official memorandum says it is estimated that war-wealth amounts to £5,250,000,000, and recommends considering the question by comparison with the aggregate wealth of individuals at present as compared with pre-war wealth, making a graduated levy upon all war-gains of over £5,000.

It is noteworthy in this connection that Lord Beaverbrook estimated that the tax on war-wealth will yield £1,000,000,000.

LONDON, February 20th.

Addressing the Select Committee appointed to investigate the desirability of a tax on war-time fortunes Mr. Austen Chamberlain expressed the opinion that there was nothing in principle against the proposal to make a levy in respect of war-time fortunes. Indeed, a very strong and widespread feeling existed in its favour. The feeling that an immense increase of wealth was obtained during, or owing to, the war, while the bulk of the citizens were no better off, or absolutely impoverished, compared with their previous position, created a sense of injustice and unrest which menaced all accumulated wealth.

Mr. Chamberlain emphasised that the subject was fraught with many difficulties, and the imposition of a tax will necessitate the provision of severe administrative measures and large executive powers.

While deprecating any idea to precipitate the decision he himself frankly hoped that the Committee would find the proposal practicable and approve it. He had instructed the Inland Revenue to furnish the Committee with all necessary confidential information.

Mr. Chamberlain added that the levy will be justifiable only if the proceeds were applied to the reduction of debt.

UNIVERSAL MILITARY TRAINING.

WASHINGTON, February 20th.

The House of Representatives' Military Committee has approved the principle of universal military training as the nation's future policy.

SURRENDERED GERMAN TONNAGE.

LONDON, February 20th.

It is officially stated that the tonnage of German vessels surrendered in accordance with the Armistice Agreement was 1,894,828 gross tons, of which 133,461 was allocated to Britain, 449,828 to France, 2,691 to Italy, 28,522 to Belgium, and 42,900 is still unallocated.

ROME TO TOKYO FLIGHT.

ROME, February 20th.

The Caproni biplane, flying to Tokyo, reached Adala in Asia Minor on February 19th, and is resuming its journey and going to Aleppo.

BUSINESS NOTICES

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THE Undersigned has received instructions to sell by Public Auction

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THURSDAY, February 26, 1920,
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Valuable Household Furniture,
(Full Particulars from Catalogue)Also
One Cottage with garden and
other buildings, situated at
Kwai Tsing, Kowloon.The property is situated in a
healthy and pleasant position,
and is well adapted for
residential purposes.For further particulars apply to
the Auctioneer, G. P. LAMMERT,
10, Wyndham Street, Hongkong.HONGKONG & KOWLOON
BANKING & CREDIT CO., LTD.NOTICE IS HEREBY GIVEN that
the 10th ANNUAL MEETING
of the Shareholders of this
Company will be held at the
CITY HALL, HONGKONG, on SATURDAY,
the 27th of February, 1920, at 10 a.m.The purpose of the meeting is
to receive the Report of the Board of
Directors for the year ending
31st December, 1919.The Register of Shares of the
Company will be CLOSED from
MONDAY, the 15th February, to
SATURDAY, the 27th February, 1920,
(both days inclusive), during which
period no transfer of shares can be
registered.By Order of the Board of Directors,
N. J. STARR,
Chairman.

Hongkong, February 10, 1920.

CANADIAN PACIFIC OCEAN
SERVICES, LTD.Trans-Pacific
Office of the Manager
JAPAN AND CHINA,
Yokohama, 1st February, 1920.EFFECTIVE 1st February, 1920,
M. M. P. D. SUTHERLAND, General
Agent, Passenger Department, Hong-
kong, is appointed General Passenger
Agent for Japan and China, with Office
at Hongkong.W. T. PAYNE,
Manager,
Japan and China.Approved:
G. M. BOSWORTH,
Chairman.

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1914 4 Seater, Overland. In perfect
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H.M.S. "ALCANTARA"NEW FRENCH LOAN 5 PER CENT
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coupons being payable on 1st May and
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cent purporting:Fr. 25,—when subscribing,
Fr. 25,—on the 1st of April,
Fr. 25,—on the 16th of July,
Fr. 25,—on the 1st of August,
1920.M. ROUET DE JOURNEL,
Manager.

Hongkong, February 18, 1920.

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years by half yearly drawings.
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1st of November.Drawings to take place on the 16th
of March and the 16th of September
of each year.1st drawing on the 16th of September,
1920, 1st coupon of Frs. 3.50
to be paid on the 1st of November,
1920.Subscriptions will be received up to
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BANQUE DE L'INDO-CHINE,
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Mother's milk is a lot of trouble. To avoid
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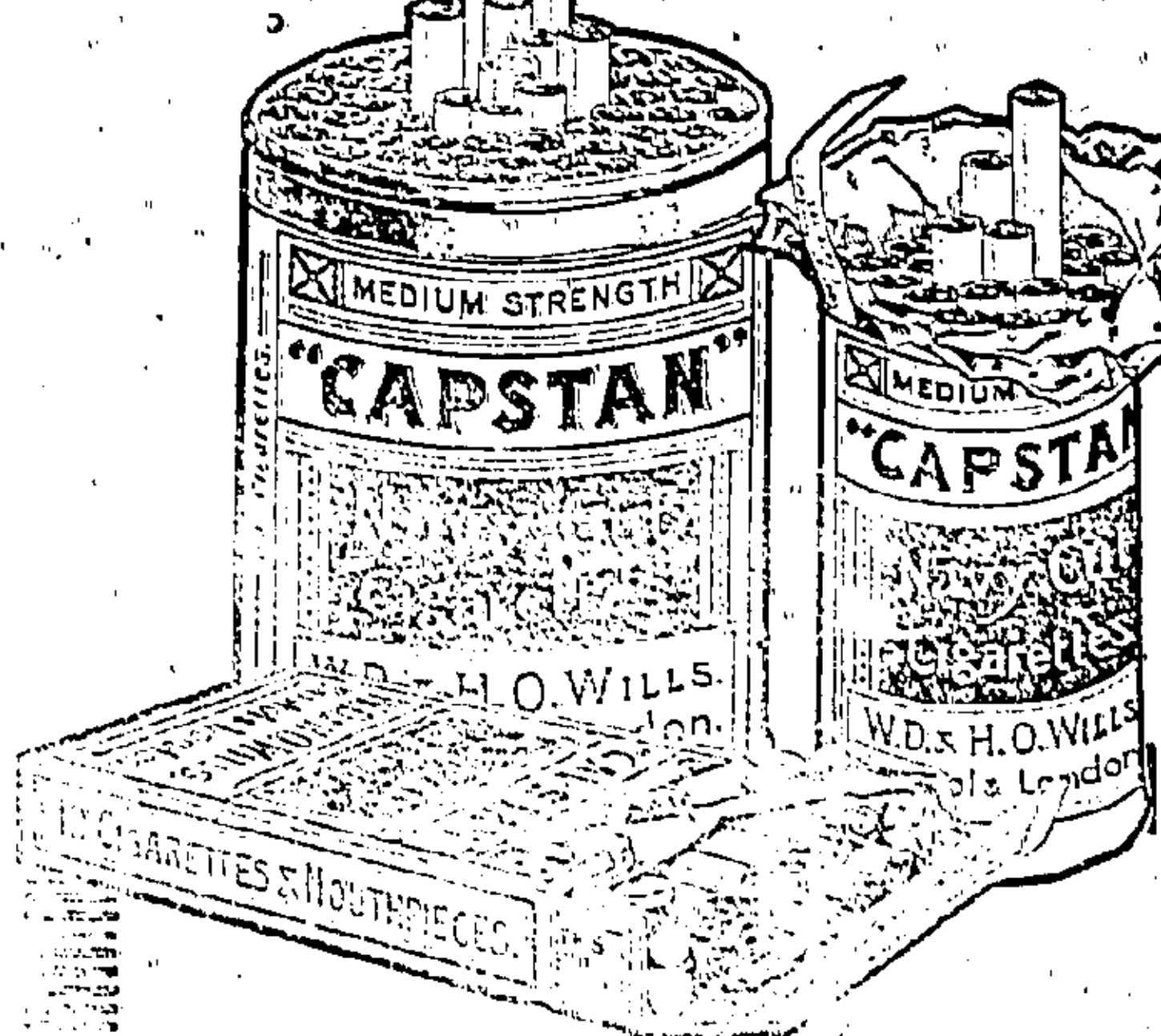
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Hongkong, March 20, 1914.THE NEW FRENCH REMEDY,
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3No. 1 for Stomach and Liver, No. 2 for Blood,
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This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

AVIATION IN WAR.

On December 28 a lecture on
"Aviation in War" was given by
Lt.-Col. H. St. Clair Smallwood,
British Royal Air Force (retired), at
the Administrative Aviation Depart-
ment Headquarters to Senior Officers
representing the various Boards.
General Ting Ching was in the chair
and briefly introduced the lecturer who
said:The recent great war has established
for all time the importance that
must be attached to the aerial side of
warfare.
It is as well in approaching this
subject to acknowledge that the aerial
arm is as distinct and separate from
land and sea forces, as the army is
from the navy. The Army fights on
land, the Navy on the sea and the
Air Force, in the third element, the
air. Co-operation between two and
often all three of these arms is desir-
able and necessary, but air warfare
has developed so enormously in the
last five years that I should like you
to accept the existence of the third
arm as an entirely separate entity.It would perhaps be as well to out-
line the various types of aircraft which
have proved their efficiency during the
recent war. They may be divided
first into two types—lighter than
air and heavier than air. The
Lighter than air craft being represented
by the Airship, Kite Balloon etc.,
and the Heavier than air craft by (1)
The Aeroplane, (2) Seaplane and Fly-
ing Boat.The Airship by its long journeys,
crossings of the Atlantic, etc., has
proved its suitability for commercial
purposes, but except for special occa-
sions, I think one may say that the
Airship was a failure during the war.
The Zeppelin raids from Germany
over England did very little damage
commensurate with the expense and
organization involved. The Airship
is vulnerable to attack from the more
easily maneuvered aeroplane, and
offers a larger and better target to
anti-aircraft guns than the fast moving
and erratic flying aeroplane. There
are special occasions during war
where the airship might be used to
advantage—for instance to take sup-
plies to small columns or garrisons
cut off from main armies by distance
or enemy forces.The Kite Balloon has proved its
value for observation over a circum-
scribed area, spotting for artillery,
etc. It naturally has its limitations
as its movements are restricted by the
cable attaching it to its ground station.
Small Dirigible Balloons were used
to good advantage in patrolling the
coasts and in searching for sub-
marines, mines, etc.The Heavier than air craft may be
divided into two main classes. Those
that fly over the land and land on the
earth, and those that fly over the sea
and land on (1) the water (2) the deck
of a parent ship.Let us first consider the work done
by the land machine. The main divi-
sions of this type are (1) Single-seater
high flying Scout, (2) Single-seater
low flying Scout, (3) Fighter Recon-
naissance two-seater, (4) Artillery
Reconnaissance two-seater, (5) Day
Bombing two-seater, (6) Heavy night
bombing multi-engine machine.To you, as students of warfare, I
should like to make a few comparisons
between the different types of aircraft
and the arms that you are more ac-
customed to.
The long distance bombing machine
is best comparable to the long range
garrison artillery, the difference being
that the aeroplane has a much greater
range. A large bombing machine can
now fly hundreds of miles into the
enemy's country carrying its death
dealing bombs, which it can drop on
vital points many, many miles beyond
the range of the most powerful "Big
Bertha." These bombs can be drop-
ped with increasing accuracy by night,
as well as by day, and this without
any preliminary ranging.The single-seater Scouts form the
cavalry of the air and their duties in
the air are very similar to those of the
cavalry on the ground. It is their
particular function to carry the war
into the enemy's country. "L'audace,
l'audace, toujours l'audace" should
be the motto of every scout pilot.
Whether it be searching for the
enemy, escorting a bombing forma-
tion or protecting reconnaissance or
artillery machines, his is the exciting
and spectacular work. He no longer
flies alone, but in company with a
formation of many other machines. I
can assure you it is an inspiring sight
to see a squadron of 18 machines led
by the squadron commander, whose
machine is distinguished by a pennon
or some easily recognisable mark.
When a squadron like this takes the
air a deputy leader is always told off
to replace the leader should he be shot
down.Various formations have been tried
and these vary with the numbers of
machine employed. For 4 machine
Fig. 1 was the one most usually em-
ployed. For 5 Fig. 2 and for 6 Fig. 3.A squadron of 3 flights of 6 machines
each would be as follows—S.C.
being the Squadron Commander.S.C.
X X X
X X X
X X XThe second rank will fly a little
higher than the leader, the third high-
er than the second and the rear
machine higher still. This is done to
give the advantage of height to therear machines should the leading
machines be attacked.Formation flying requires a great
deal of practice and the ability to keep
formation is an essential part of every
pilot's education. To keep one's posi-
tion in a formation requires careful
nursing of one's engine. Though
every engine and aeroplane in a
formation are of the same type and
horsepower, in practice it will be
found that continual throttling down
and accelerating are necessary. In
learning to fly in formation the pupils
are told that the leader will fly at a
fixed speed per hour, but in war of
course this varies with necessity. The
pilot who fails to keep his place is a
danger to himself and his fellows,
and if he struggles he will be pounced
upon by the enemy and his plight
may induce others to break away from
the formation.Though one's natural instinct would
be to go to the assistance of a pilot in
distress, it is the duty of the other
members of the formation to fly
straight on unless the Squadron
Leader should order otherwise.While I am telling you of forma-
tion flying I should like to impress
on you the importance of close flying.
A formation of skilled pilots will fly
practically wing tip to wing tip. One
span between machines is quite suf-
ficient distance apart, and the forma-
tion that keeps that interval has gone
half way towards winning any aerial
combat that it may undertake.
This point brings me to the impor-
tance of Wireless Telephony. You can
easily appreciate the value of this, as
the straggler would simply say into
his microphone "M-C No. 202x being
attacked by 4 enemy aircraft." The
squadron leader would hear this and
would then say to one of his flight
leaders "Go to the assistance of M-C
No. 202x, and rejoin me over Nan-
king" (or whatever his objective was).
Wireless Telephony was in its
infancy in the latter stages of the war,
but you can readily see the very great
advantage of being able to speak from
one machine to another in the air.
I have seen machines controlled from
the ground by word of mouth, and
the day is not far distant when a
machine can be loaded with bombs,
sent into the air to bomb a definite
objective without a pilot and entirely
controlled in the air from the ground
by means of Directional Wireless.
Experiments are still being conducted
in this connection, but you may rest
assured that this will be one of the
additional horrors to combat in future
wars, should the League of Nations
fail in its ideals.

(Continued on Page 6.)

A FORTY YEARS' TEST.
CHAMBERLAIN'S Cough Remedy has
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the past forty years and has gained in
popularity every year. What better
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Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

HEALTH against SICKNESS.

By taking one "ROOSTER BRAND" MARMALADE PASTE STARS
EGG-NO OILS, VITAMINOL, or other kind of SALT STICK, REGULARLY
you will have no complaint of any kind. These products being
manufactured from the best quality and under the most sanitary
Method can be easily digested and give you GOOD HEALTH & STRENGTH.
Large quantities have been exported to various parts of the World.
Your esteemed Orders will receive our prompt and careful attention.
Terms more info, especially for Agents.

THE HING WAI PASTE MFG.

CO., LTD.

HEAD OFFICE: Hongkong, Nos. 47 & 48, Combaught Road

Branch Office: Shanghai, Nos. 430 & 431, Nanking Road

Factories: Hongkong, Wing Hong Street, Causeway Bay
and Shanghai, No. 71, North Soochow Road.

HOTELS AND CAFES.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,

HOTEL MANSIONS,

THE REPULSE BAY HOTEL,

J. H. TAGGART,
MANAGER.

THE PEAK HOTEL.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
Mrs. BLAIR.

KING EDWARD HOTEL

CENTRAL LOCATION

ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting
European Bath and Sanitary Fittings, Hot and Cold Water System
throughout. Best of Food and Service.
Telephone 373. Telegraphic Address: "VICTORIA"
J. WICHELL, Manager.

PALACE HOTEL

KOWLOON.

(Two minutes from Star Ferry).
Recently renovated and refurbished, electric light and fans throughout
and entirely under new management. Cuisine under the personal supervision
of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to
Telephone K. 3. Telegraphic Add.: "PALACE"
J. H. OXBERRY, Proprietor.

CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes
walk from the Banks and Central District. 43 Bedrooms, Excellent Cuisine,
scrupulously clean. Moderate Terms. Monthly and Family Rates on
application to the Proprietress. Launches meet Passenger Boats.
Telegraphic Address "CARLTON" Mrs. F. E. CAMERON.

ALEXANDRA CAFE

16, Des Voeux Road Central. Next to Hongkong Hotel.

THE CAFE FOR A GOOD MEAL.

Books of Tickets are issued at \$2. each.

Available for 30 Meals: Tiffin or Dinner.

Our SUPPER Speciality:

two Poached Eggs and Fillet of Finnan Haddock.

BLUE
BIRD
ICE CREAM
PARLOUR
AND CONFECTIONERSCHOCOLATES
Plain Sweet Vanilla Chocolates
Home-Made Assorted Chocolates
Barnes's Kisses and Biscuits
California "Star" Chocolates
American Caramels
Imperial Cocoa
Fruit
Chocolates
270,000,000TANG YUK, Designer,
Successor to
the late HEN TING,
14, D'ARVILLE STREET.
TERMS VERY MODERATE
Consultation free.

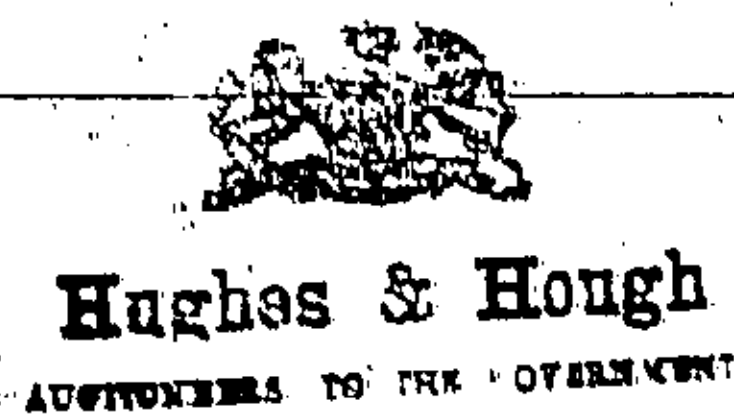
FRENCH LESSONS

G. MOUSSEAU

15, Morrison Hill Road.

WEDNESDAY, FEBRUARY 25, 1920.

NOTICES.



Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Share, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A. & A. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"HONGKONG" HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction

on

THURSDAY,
February 25, 1920, at 10.30 a.m.,
at No. 44, Nathan Road, First Floor,
"above Messrs. A. S. Watson
& Co., Ltd."

Valuable Household Furniture,
etc., etc.

therein contained.

Consisting of:—
Lining Table and Chair, Teakwood
dinner wagon, Overmantels "with
bevelled mirrors" Carpets, Crockery
Glassware, etc., etc.

Teakwood Double Bed, one pair
Teakwood single Wardrobes, Chest of
Drawers, Bureau & Dressing Table,
etc., etc.

Two Sofas & pair of Arm Chairs.
Bookcase, Hall-stand, etc., etc.

Also
Victoria and Record Cabinet.
And
Enamelled Bath in perfect condition.
Catalogue will be issued.
On view from morning of sale.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, February 23, 1920.

(For Account of the Concerned.)

on

THURSDAY,
February 26, 1920, at 2.30 p.m.,
at The Government Quarters, No. 5,
Wong Nai Chung Road.

Valuable Household Furniture,
etc., etc.

therein contained.

Consisting of:—
Teakwood Sideboard, Extension
Dining Table & Chairs, Bookcase &
Desk combined, Axminster Carpets &
Rugs, Sofa & Arm Chairs, Pictures &
Engravings, Crockery & Glassware,
including one Dinner Service,
etc., etc.

Teakwood Wardrobe, Dressing Table
& Toilet Set, White Metal double Bed,
circular Mosquito Net,
etc., etc.

Teakwood Ice Chest, Metal Safe,
Cooking Utensils, etc., etc.

Also
One Piano by Brinsmead & Sons
"recently overhauled" and in good
condition and one Electric 12 inch Fan.
Catalogue will be issued.
On view from morning of sale.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, February 23, 1920.

on

THURSDAY,
AND
FRIDAY,
the 4th and 5th March, 1920 at
H. M. NAVAL YARD, Hongkong, and
at KOWLOON NAVAL DEPOT
respectively, commencing each
day at 9.30 a.m. with an
interval from 12 noon
to 1.30 p.m.

**OLD AND SURPLUS
NAVAL STORES, etc.,**
Comprising:—
Life Boats (wood and steel), Dingies,
Whalers, Caboose, Rice Boilers, Hot
Water Boilers, Cooking Stoves, Ships'
Fittings, Iron Bed Mattresses and Fittings,
Washstands, Tables, Chairs, Stools,
Boards, Ice Chests, Steel Tanks, Pro-
pellers, Vertical Steam Pumps, Life
Rafts, Electric Fans, Telephones, An-
chors, Enamelled Iron Baths, Latrines,
Porcelain Water Closets, Bobby Hatches,
Wood Ladders, Steel Wire Rope and
Hawsers, Carpets, Rugs, Blankets,
Countertops, Electric Cables, Canvas
Hoses, Coir Hawsers, Cordage, Paper-
stuff, Canvas Bags, Old India Rubber,
Leather, Old Iron, Brass, Gun Metal
and Steel, Coal Sacks, Firewood, Waste
Paper, etc., etc.

Lots may be inspected on WEDNES-
DAY, the 3rd March, 1920.

Also Sale of old and Surplus Victual-
ling Stores at Kowloon MONDAY, 8th
March commencing at 9.30 a.m. and
comprising:—
Beds, Blankets and Hammocks, etc.

Terms of Sale:—As detailed on
Catalogue.

HUGHES & HOUGH,
Auctioneers.

Hongkong, February 24, 1920.

(For Account of the Concerned.)

on

MONDAY,
March 1, 1920, commencing at 5 p.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

A Collection of Genuine

POSTAGE STAMPS,
only perfect specimens consisting of a
fine selection of high values of all
British Colonies including three cornered
Cape, rare Canada, Hongkong, etc.,
Portuguese Colonies and all countries.
On view from Wednesday, 25th
February, 1920.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, February 24, 1920.

PUBLIC AUCTIONS.

THE Undersigned have received in-
structions from J. HYDE, Esq.,
to sell by Public Auction.

on

FRIDAY,
the 27th February, 1920, at 2.30 p.m.,
at No. 5, Torres Buildings, Kimberly
Road, Kowloon.

The Whole of This
Valuable Household Furniture,
Fittings, etc., etc.,
therein contained.

comprising:—
Teakwood Hall Furniture, Black-
wood Tables and Stands, Axminster
Hall and Stair Carpets, Drawing
Room Suite by Lane, Crawford &
Co., Brussels Carpet practically new
(about 19 by 15), Blackwood
Cabinets, Stands and Table, Pictures,
and Engravings, a number of lots of
Chinese Porcelains, etc., comprising
Blue and white, 5-coloured, Pekinese
Cloisonne and Brass Ware, Curtains,
etc., Solid Brass Fender and Fire
Brasses, Fumed Teak Dining Room
Suite with Silver Cabinet in good
condition, Electro-plate, Sundry
Cutlery, Glass and Crockery, etc.

Bed Room Suite (Fumed Teak),
Solid Double and Single Bedsteads,
Box Mattresses, large and small
Wardrobes, Linen Press, Washstands,
and Toilet Crockery, Bath Room and
Kitchen Utensils, etc., etc.

Also
Upright Piano by Neumann, Ham-
burg, good tone excellent condition,
Singer Treble Sewing Machine,
Lady's Bicycle, large Copper Boiler,
Electric Fittings and Fans, Pot Plants,
etc., etc.

(Full Particulars from Catalogue).

On view from Thursday 26th inst.
at 2 p.m.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, February 21, 1920.

THE Undersigned have received in-
structions to sell by Public Auction,
(For Account of the Concerned.)

on

SATURDAY,
February 28, 1920, at 2.30 p.m.,
at No. 6 Observatory Villas,
Kowloon.

The
Valuable Household Furniture,
therein contained.

Comprising:—
Hallstand, Blackwood Table and
Stands, Arm-chairs and Chesterfield
Sofa (Lane Crawford make) good as new,
Blackwood Furniture comprising Cab-
inets, Music Stand, Blackwood Over-
mantel, etc., etc., Engravings, Water-
colours, Oil Paintings, Curios, etc.,
Carpets, Rugs and Curtains, Fumed
Teak Sideboard, Extension Dining
Table and Chairs, Silver Ware Cabinet,
Glass and Crockery Ware, and a quan-
tity of good Electro Plate, Massive
Brass Bedstead, handsomely carved
Cherrywood Bureau, Wardrobes, Toilet
Tables, Camphorwood Chest-of-drawers,
etc., Enamelled Baths, American Ice
Chest, Sewing Machine, etc., etc.

Also
Electric Fittings and Fans, Piano
made for the Climate by Collard &
Collard, large American Combination
Safe,
etc., etc.

(Full Particulars from Catalogue).

On view from Friday, 27th inst. at
3 p.m.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, February 18, 1920.

on

THURSDAY,
AND
FRIDAY,
the 4th and 5th March, 1920 at
H. M. NAVAL YARD, Hongkong, and
at KOWLOON NAVAL DEPOT
respectively, commencing each
day at 9.30 a.m. with an
interval from 12 noon
to 1.30 p.m.

**OLD AND SURPLUS
NAVAL STORES, etc.,**
Comprising:—
Life Boats (wood and steel), Dingies,
Whalers, Caboose, Rice Boilers, Hot
Water Boilers, Cooking Stoves, Ships'
Fittings, Iron Bed Mattresses and Fittings,
Washstands, Tables, Chairs, Stools,
Boards, Ice Chests, Steel Tanks, Pro-
pellers, Vertical Steam Pumps, Life
Rafts, Electric Fans, Telephones, An-
chors, Enamelled Iron Baths, Latrines,
Porcelain Water Closets, Bobby Hatches,
Wood Ladders, Steel Wire Rope and
Hawsers, Carpets, Rugs, Blankets,
Countertops, Electric Cables, Canvas
Hoses, Coir Hawsers, Cordage, Paper-
stuff, Canvas Bags, Old India Rubber,
Leather, Old Iron, Brass, Gun Metal
and Steel, Coal Sacks, Firewood, Waste
Paper, etc., etc.

Lots may be inspected on WEDNES-
DAY, the 3rd March, 1920.

Also Sale of old and Surplus Victual-
ling Stores at Kowloon MONDAY, 8th
March commencing at 9.30 a.m. and
comprising:—
Beds, Blankets and Hammocks, etc.

Terms of Sale:—As detailed on
Catalogue.

HUGHES & HOUGH,
Auctioneers.

Hongkong, February 21, 1920.

on

THURSDAY,
AND
FRIDAY,
the 4th and 5th March, 1920 at
H. M. NAVAL YARD, Hongkong, and
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Terms of Sale:—As detailed on
Catalogue.

HUGHES & HOUGH,
Auctioneers.

Hongkong, February 21, 1920.

on

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March 1, 1920, commencing at 5 p.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

A Collection of Genuine

POSTAGE STAMPS,
only perfect specimens consisting of a
fine selection of high values of all
British Colonies including three cornered
Cape, rare Canada, Hongkong, etc.,
Portuguese Colonies and all countries.
On view from Wednesday, 25th
February, 1920.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, February 24, 1920.

**WANT
ADVERTISEMENTS**

35 WORDS 3 INSERTIONS,
\$1. PREP ID.
Every additional 5 words 4 Cents.

TO LET.

TO LET—A GODOWN at Yaumatei.
Apply to The Hongkong Land
Reclamation Ltd.

TO LET—A SHOP in Nathan Road,
Kowloon.
Apply to Humphreys Estate & Finance
Co., Ltd., Alexandra Buildings.

FOR SALE.

FOR SALE.—Several lots of FUR
Owner has no further need for
them. In good condition. Apply Box
1172 c/o "China Mail."

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NOTICES TO CONSIGNEES

PACIFIC MAIL S.S. COMPANY.

NOTICE TO CONSIGNEES.

S.S. "LAKE GILPEN,"
From CALCUTTA via MADRAS,
RANGOON, SINGAPORE and
SAIGON.

THE above mentioned vessel having
arrived from the above men-
tioned Ports, Consignees of cargo are
hereby informed that they must take
immediate delivery of same from
alongside, and all cargo impeding dis-
charge will be landed at their risk and
expense into the Pacific Mail Steam-
ship Company's godowns at West
Point, and stored at Consignees' risk.

Consignees of cargo are hereby
notified that they must produce an
Import Permit signed by the Superin-
tendent of the Imports and Exports,
Hongkong, before Bills of Lading
can be countersigned.

All broken, chafed and damaged
goods are to be left in the godowns,
where they will be examined on Fe-
bruary 27, at 10 a.m., and February
28, at 10 a.m.

All claims must be presented within
a week of the steamer's arrival here,
after which they cannot be recog-
nized.

No claim will be admitted after the
goods have left the godowns, and all
goods remaining undelivered after
February 29, will be subject to rent.

No Fire Insurance whatever will be
effected.

Consignees are requested to send in
their Bills of Lading for countersignature
immediately.

PACIFIC MAIL STEAMSHIP CO.,
As Operators, U.S. Shipping Board
Hotel Mansions.

Hongkong, February 23, 1920.

PACIFIC MAIL S.S. COMPANY.

NOTICE TO CONSIGNEES.

S.S. "WEST SELENE,"
From SAN FRANCISCO via JAPAN
PORTS, and SHANGHAI.

THE above mentioned vessel having
arrived from the above men-
tioned Ports, Consignees of cargo are
hereby informed that their cargo will
be landed at their risk into the
Pacific Mail Steamship Company's
godowns at West Point and stored
at Consignees' risk.

Consignees of Cargo are hereby
notified that they must produce an
Import Permit signed by the Superin-
tendent of the Imports and Exports,
Hongkong, before Bills of Lading can
be countersigned.

All broken, chafed and damaged
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PACIFIC MAIL STEAMSHIP CO.,

ROBERT PORTER & SON'S BULL DOG BRAND GUINNESS' STOUT

PINTS per case of 8 dozen \$30.
per dozen \$3.80
SPLITS per case of 12 dozen \$32.
per dozen \$2.75

SOLE AGENTS:-
A. S. WATSON & CO., LTD.,
WINE AND SPIRIT MERCHANTS.
HONGKONG.
TEL. 616.

Wm. Powell Ltd.
TELEPHONE 346

JUST RECEIVED!

STANDARD.
FINE and
SUPERFINE.

NEW —
— STOCKS.



TARANTULLE
for Dainty Home-Sewn
Lingerie and Baby Wear

BIRTHS.

VAN WICKEL.—On February 15, at Shanghai, to Mr. and Mrs. J. F. Van Wickel, Jr., a son.
BELBIN.—On February 16, at Shanghai, to Mr. and Mrs. E. G. C. Belbin, a son.
WILNER.—On February 17, at Shanghai, to Mr. and Mrs. R. F. Wilner, a daughter.
McMICHAEL.—On February 14, at Shanghai, to Mr. and Mrs. E. H. McMichael, a son.

MARRIAGES.

NORTON.—On February 3, at Fochow, Edward Moore Norton to Edith May Fagg.
LEVINSON.—On February 14, at Shanghai, Strafford Rupert Levinson, Barrister-at-Law, to Marjorie Prout.

DEATHS.

JOHANNESSEN.—On February 15, at Shanghai, Jenny Johannesen the dearly beloved wife of Capt. J. M. Johannesen, C.M.S.N. Co. Age 39 years.
HILBORNE.—On February 17, at Shanghai, Phyllis Mary, daughter of Mr. and Mrs. P. H. Hilborne, aged nine months.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, WEDNESDAY, Feb. 25, 1920.

NOT SO BAD.

Most local people now know that conditions at Home are not so bad as they have been described. Necessaries are not so scarce, and not so dear, as we were told. Hongkong people who have come back or written have modified our notion of the situation. Some of our people, however, thanks to the newspapers and to Reuters, have acquired and retain a mental picture of the workers, the labourers, as a lazy, idle lot, continually striking and making holiday. Production, they naturally conclude, must have been totally reduced. Figures do not support this. Figures that cannot be denied contradict it. The trade returns prove beyond a doubt that the work has been done, and the output largely increased. Imports, valued at 1631 millions sterling, showed an increase of 23.9 per cent., while exports, valued at 798 millions, showed an increase of 59.2 per cent. Exports and re-exports together, 962 millions, increased by 80.8 per cent.

The principal exports, especially manufactured goods, increased in value from £38,262,000 in 1918 to £90,857,000. Woollen exports doubled. Jute piece goods increased 600 per cent. The grand total is almost double the value of the trade in the last pre-war year. Purely British exports were worth nearly 800 millions, or 300 millions more in 1918. Of course the usual Tommyrot about the "adverse balance of trade" is appearing in the Home papers. Nothing ever satisfies them. In the case of a mere individual, if he "imports" three square meals a day, and acquires a new suit, a billiard table, and a yacht, while "exporting" only three or four thousand dollars, he does not whine about an adverse balance. But national economics are different, and they provide the amateur statistician with all sorts of opportunities for putting his foot in it. We have yet to compute the earnings of our mercantile marine, probably approaching 400 millions, and the interest on our foreign investments, which must be enormous. The figures we have given are in values, and it may be that higher prices explain part of the percentage of increase. They cannot explain it all, nor nearly so much; and we may reasonably claim that things generally are far from being in such a bad way as the alarmist news mongers were leading us to believe. The old country is still solvent, and able to clear off its enormous debt if the spendthrift gang now so cheerfully increasing it can be kicked out and replaced by men able to see that new conditions need new methods, and new times new manners. With regard to these figures of exports, it should be added that the relation between value and actual quantity has been examined by the *Scotsman*, which journal points out that a substantial and real advance has been made. Exports of iron and steel, it finds, increased 38 per cent. in quantity, and 70 per cent. in value. The increase in woollens, while 160 per cent. in value, was nearly 100 per cent. in bulk. Cotton exports, although marking no substantial increase, were maintained, which is good enough in view of the trade depression and subsequent strikes. The output was upheld, the value rose 33 per cent. Decidedly, things are not so bad.

ADVERSARIA.

Strong words, strong words very strong REQUIRED. words, words of power such as are rarely permitted in the public Press, are required to comment on the attitude of the Hongkong Government towards our rights in common law. Our present governor had nothing to

do with it. The case of Li Hong Mi happened before he came here. In this case Li Hong Mi's fate is of relatively less importance than the fate of a precious principle. It is said that the Colonial Laws Validity Act removes all doubts as to the right of the local legislature to pass any Ordinance which does not conflict with a law expressly extended to the Colony by Parliament. Such laws are few: the laws with which it may conflict are many. Therefore, the Colonial Laws Validity Act should be made into "a scrap of paper" at once, and the survivors of those men responsible for it should be imprisoned, given the "cat," and many hours in the stocks, as a deterrent. It should be distinctly laid down and established that the Hongkong Government should have no laws and no powers that conflict with our rights under the Great Charter and the common law of our native land. Any man who maintains otherwise is not a good Englishman, not a Briton, not a patriot. His spiritual home is in Prussia!

The Privy Council MONSTROUS POWERS. has upset the decision of the local court, but it hasn't, so far as our present information goes, led to an upsetting of this monstrous law. It must be clearly understood that the local Court itself seemed averse from its own decision, but felt that it had no power to go outside the letter of the local law. It noted that this law entrusted a Government official with "powers of a most exceptional character." Doesn't that cry to Heaven for reform? You know what Government officials are here. How much power should they have? There isn't one man here fit to be given such power. We are advised that the Governor-in-Council has powers "that override the generally accepted principles of the Common Law of England affecting the liberty of the subject." We want that altered. Our friends at Home, when they learn of it, will want it altered.

Li Hong Mi was a THE CASE. natural born British subject, born in Peking, under the British flag. He acquired a domicile in Hongkong, was a Government servant (interpreter) for many years, and was retired on pension. He was accused of chicanery [financing a law suit on the understanding that he should be the prosecutor] arrested on a warrant under the then brand-new Deportation Ordinance, put in jail among convicted criminals, and without being allowed to consult a solicitor, he was taken before the Secretary for Chinese Affairs. This official, himself a member of the Executive Council, after a departmental enquiry held by himself, and lasting 40 minutes, reported to the Council that the man ought to be deported, and an Order followed. There was no real trial, no opportunity for defence and the man was as much a British subject as the Secretary for Chinese Affairs. The Government replied, when appealed to, that the Ordinance allowed them to do what they had done. If that stands, every man who voted for that ordinance should be branded as a traitor, and given boiling oil for breakfast. It is an unbearable situation. It is a scandal and a bad stink.

Every man who is in a position to HAS POWER TOO. do anything, speech or act, towards getting that Ordinance repealed and thrown away, and who does not do so, is a man we would not shake hands with. According to the Judge, "if the local Legislature saw fit to pass an Ordinance against one man personally which would deprive him of his property, his civil rights, and even his life, it had the Royal veto." That is horrible, horrible. Fortunately we don't depend on the Royal veto. Public opinion has power too. It is now going to be stirred up to exercise its power. It matters supremely much that it should be stirred up, and voiced itself. We have as much right to a crowd of Sunday School children as we have to leave this "exceptional" power in the hands of our local bureaucracy.

According to our A POSSIBILITY. reading of the judicial interpretation of that power, the local Government has the power to deport the Adversarian. We invite them to do it. We challenge them to do it. The inconvenience to ourselves will be amply compensated by the changes that would thereafter be brought about, if the London Press still has power to get the ear of Parliament. However, perhaps there is no need to let our blood boil in this way. Surely the decision of the Privy Council will persuade our local legislature that it has committed itself to a false step, and induce it to make a clean sweep and a fresh start.

But now watch your WATCH THE OFFICIALS. attitude to any proposal towards putting the matter right. If we know them, they will cling to that power, or try to. They will oppose any movement towards its abolition. Then you will know them for what they are. Watch them.

"WALLA WALLA" Lunches at Blake Pier. Night and day service.

LOCAL AND GENERAL.

Today's dollar is worth 5s. 7½d.

Today's return of notifiable disease shows two cases of diphtheria (both British) and one of cerebro-spinal fever.

The annual prize distribution of St. Francis' School takes place, tomorrow at 5.30 p.m. in St. Patrick's Hall (Garden Road).

"Is there a fool at the end of this line?" snapped the raucous angrily to the telephone operator. "Not at this end, sir," replied a voice.

The total output of the Kailan Mining Administration mines for the week ending February 7 amounted to 90,802 tons and the sales during the period, to 63,773 tons.

The Bogey Pool competition played over the Old Course at Fanning on February 20-23 was won by Hon. Mr. S. H. Dodwell, 1 down. There were 43 entries.

We owe an apology to Manager Bennett of the Telephone Company for calling him Manager Sennet yesterday. There is not much difference in a B. & S. when written with a flourish to be read by a Chinese compositor.

Mr. R. F. Martingley, secretary of the War Memorial Committee, has been ill a long time, and this morning's *Daily Press* says that is one of the reasons for the delay in deciding the form of our Memorial. It looks like another reason for deciding on a hospital for Kowloon.

With regard to the hint thrown out by the *China Mail* a few weeks ago to the effect that a notice board outside the Post Office might be used for the purpose for which it was intended, i.e. shipping arrivals and departures, it is now observed the suggestion has been acted upon. The names of the vessels are chalked up.

When a man who was charged with vagrancy, was brought before Mr. Wood on remand this morning, his Worship decided to discharge him. Upon being told the magistrate's decision by the interpreter, the old man caused some amusement by telling the magistrate that he would have to give him money to pay his passage back to his country. His Worship smilingly informed the anxious old man that the Police would see to it that he is sent back.

HONGKONG TENNIS TOURNAMENT.

The following are the entries in the various classes of the Hongkong Tennis Tournament, up to time of going to press. Entries close at 5 p.m. to-day.

CHAMPIONSHIP SINGLES.
D. Blenkiron, J. B. Penman, L. Forster, Major Greenaway, A. B. Raworth, O. Rumjahn, F. A. Redmond, S. H. Ismail and A. A. Rumjahn.
CHAMPIONSHIP DOUBLES.
Majors Greenaway and Ardoine, J. B. Penman and L. Forster, Majors Bagnall and Hickling, A. H. Crook and J. R. Sayer, Captains Davis and Oliver, R. Hancock and J. Jennings, M. M. Maas and Monteith, S. Rumjahn and O. Rumjahn, Major Bowen and F. A. Redmond, K. Yamazaki and T. Imura, A. A. Rumjahn and S. H. Ismail.
HANDICAP SINGLES "A."
L. Forster, J. B. Penman, H. Greenaway, Raworth, F. A. Redmond.
HANDICAP SINGLES "B."
Major Ardoine, F. Lobel, Capt. Oliver, Capt. Davis, Capt. Grey, Monteith, G. Harriman, Bennett, T. R. Chassels, E. W. Day.
HANDICAP DOUBLES.
Major Greenaway and Major Ardoine, J. B. Penman and L. Forster, Major Bowen and Major Hickling, H. R. B. Hancock and J. R. Sayer, Capt. Davis and Capt. Oliver, Capt. Murray and J. Jennings, Capt. Grey and A. R. Sutherland, Humphrey and Taylor, Major Timmings and Monteith, Raworth and Maas, F. Lobel and T. R. Chassels, J. R. Wood and E. W. Hamilton.

MIXED DOUBLES HANDICAP.
Mrs. Moxon and Major Ardoine, Mrs. A. R. Cavalier and L. Forster, Mr. and Mrs. J. R. Sayer, Major and Mrs. Greenaway, Captain and Mrs. Grey, Mrs. Burdett and Mr. Penman, Mr. and Mrs. E. W. Day, Mrs. H. P. Winslow and Mr. F. A. Redmond.

LEGISLATIVE COUNCIL.

The Legislative Council meets tomorrow. The orders of the day are: By the Hon. Attorney General, First reading of a Bill intituled An Ordinance to amend the Non-Ferrous Metal Industry Ordinance, 1919.
First reading of a Bill intituled An Ordinance to amend the Banking Business (Prohibited Control) Ordinance, 1919.
First reading of a Bill intituled An Ordinance to amend the Liquors Consolidation Ordinance, 1911.

CASUAL NOTES.

[By "THE TRAMP"]

Hongkong's Marathon Race is now a thing of glorious memory and has been generally voted a great success, both as regards the number of starters and the time established. The course chosen was a very difficult one, containing some long slopes which were enough to take the steam out of any man. As the Chief Justice remarked, the race certainly showed that "men in Hongkong possess grit." The way in which the six Indians who finished in the van covered the distance was especially good. They got together from the start and remained bunched practically the whole way round. They dropped into a steady pace, keeping something in reserve for the finish. It was, however, a surprise to me, as to many others, that they succeeded in overhauling Britten, the Wiltshire man, so effectively. There was one little bit of spice at the prize distribution which was missed by many. The winner of the race was a lanky Indian, while Britten is not built on the tall side. While the pair were waiting for their trophies Britten, through an officer, expressed his congratulations. A little confab ensued on the race, Britten drawing attention to the long legs of his rival, which enabled him to take a long stride while he had to content himself with something much shorter. The winner smiled broadly and bending down whispered in a confidential manner that all Britten needed was more practice. Apparently remembering all his hard work, Britten's face was a study.

Incidentally it would be rather interesting to know the precise remarks made by the party of Pressmen who followed the race in a car, when the front tyre of the vehicle gave out just as they reached the Praya on the homeward journey, depriving them of a view of the finish. The words used will not be found in their newspaper columns.

The race was under the auspices of the Hongkong Boxing Association which, apparently, is not finding everything running smoothly just now. There is a rumour that men of the services are becoming dissatisfied and contemplate running contests on their own difficulty that has arisen has been on the suggestion that the men should fight for cups, so which they object. If their intention should fructify a great deal of harm will be done to the sport here. The idea in forming the Association was first of all to control boxing as to place it on a firm footing. In other words it set out to find men to match against each other who would put up an even and clean fight. Boxing is known by its fruits and anything at all calculated to arouse public suspicion is bound to do it untold injury. The other side is that the Association must see that every man has a fair chance of a fight if he so wishes, especially the men from the services from whom practically the whole of the events are made up. For my part I think the Association has done its best to carry out this idea. If there are stormy waters ahead it is the time to rally to the support of the Association and not waste time in vain criticisms without a knowledge of the facts.

"Why do we persist in buying joss-men at the New Year fair?" Fancy having that question to solve directly after breakfast! Is it the noise of the crackers, the release from the daily round, the crowd, or what? Many foreigners were seen struggling under loads and in nine cases out of ten it may be surmised that they have done the same thing at every Chinese New Year. I have a joss which is perpetually grinning at me. Every time I look at it I endeavour to make a mental calculation of its cost in sterling taking exchange 5s. 7½/10d. Long before I have worked it out I cover him with a duster and sorrowfully leave him in possession of the room. Why should the thing keep grinning as if it knew I had been stung?

The joy of bargaining is great. To do it properly one must be a mathematician. First of all you take the figure, asked and by a lightning calculation divide it by two, then take away three (if possible) and make your offer. I chanced upon an amateur stall holder during my wanderings. He was endeavouring to sell a big figure. Bids started at 50 cents and after much haggling reached \$2, at which sum it—the figure, not the amateur—was knocked down. The seller turned proudly and announced "Have sell him for \$2." Instead of words of commendation all he got was "You make lose."

With the Chinese cricketers and New Year go together. No one grudges them this form of enjoyment. Indeed Europeans of a sort join in it with apparent glee. But it is a bit tacking to tortured nerves during the watches of the night. The only objection that can be raised is against the indiscriminate way these things are thrown from ver-

DISHONEST SHROFF.

A Chinese who was employed as shroff by the owner of a towing launch company in Yau-mat, and was authorised to collect bills on behalf of the firm, was this morning charged before Mr. J. R. Wood with the misappropriation of \$39. He pleaded guilty, and undertook to refund the money by instalments as soon as he secured another employment. Inspector Gerrard said that the defendant, who has been in the complainant's employ since the firm was started some two years ago, was given the responsible position of shroff of the firm, and carried out his duties satisfactorily until the first week in February when he was alleged to have gone around to 14 different clients of the firm and collected various small sums owing to the firm, amounting to \$39. He then kept away from work for several days and spent all the money at various brothels in Yau-mat. He returned to work later and carried on as usual until a few days ago when his master went to collect the bills and found that they had already been paid to the defendant. The Inspector said the defendant made duplicate bills, one set of which he put on his master's desk, and with the other set, he collected the money. Three months' hard labour.

THEFT FROM SHIP.

Two Chinese youths employed as coal coolies, were this morning charged before Mr. J. R. Wood with the theft of a length of chain and two chain blocks from the s.s. "Pilsna," on which ship they were with others engaged in coaling work until midnight yesterday. The first defendant denied theft whilst the other admitted that he took the things.

A woman, the mistress of a "coolie" junk, said her vessel took some coal coolies on board the s.s. "Pilsna" which was lying alongside the Kowloon wharf last night and remained alongside the ship until midnight when the men knocked off work. As the men were returning to the junk, the two defendants threw the chain and the blocks on to the boat. She heard the rattle of the chain and blocks as they fell on the boat, and asked whose they were, and the two defendants claimed them. Just then the Police came on board the boat and arrested them.

After the chief engineer of the ship had identified the chain and blocks as the property of the ship, the defendants were sentenced to three months' hard labour each.

"SPOILING" RICSHA COOLIES.

A ricksha coolie was this morning charged before Mr. N. L. Smith, by Mr. Benjamin Rendall, with demanding more fare than was his due.

The defendant said the complainant asked him to put on speed, and he did so. He naturally expected more fare for his trouble. Mr. Rendall said he engaged the ricksha in Caine Road opposite Old Bailey, and drove to his house, No. 1 Prospect Place. The legal fare was five cents, but the coolies have been spoiled by people who always gave them ten cents for that run. Yesterday witness tendered the defendant ten cents, but he was not satisfied, and refused to take the money, saying that he would not accept less than fifteen cents. Witness gave him in charge of a constable.

His Worship imposed a fine of \$5.

WHAT WAS THE MATTER WITH IT?

Before Mr. N. L. Smith at the Magistracy this morning, two Chinese were charged with selling unwholesome food in Yau-mat.

The Police said a fire broke out in a Chinese food shop in Graham Street on the 18 inst., and the whole stock of sausages, roast ducks etc., was buried amongst the debris. The defendants were alleged to have dug them up and sold them for human consumption.

The defendants denied this, and said they bought the food at auction for \$77.

His Worship imposed a fine of \$10 each and ordered the food to be destroyed.

FOOTBALL.

H.K.F.C. 2ND V. STAFFS AND DEPT.

The following will represent the Hongkong Football Club 2nd eleven versus the Staffs and Dept. at 2.30 p.m. on the Club Ground on Saturday the 28th inst. W. McKenzie, W. Gerrard, Carriere, Jones, Weyman, Ireland, Zevenin, May, Pilger, Boysen, Matthews.

A certain resident of the Colony has shed tears over the destruction wrought to a new hat which stopped a lighted packet of crackers as it was whirling earthwards.

CHINESE TELEGRAMS.

(By arrangement with Wah Tze Yat Po.)

SHANGHAI, Feb. 24. Plague is spreading in Kujia. Thousands of deaths are reported daily. The garrisons are affected. Five thousand houses at Chung-kiang were destroyed by fire. The civil governor of Kirin reports a Bolshevik victory over Japanese troops.

HOUSE-BOY IN TROUBLE.

A Chinese youth employed as a "boy" at No. 25 Kennedy Road, was this morning charged before Mr. J. R. Wood with the theft of two decorated flower pots valued at \$15, and two pieces of clothing valued at \$1, the property of his master, and with being in the garden of the house on the 24th inst. for an unlawful purpose.

The boy said two months' wages were owing to him. Sergeant Cooke said that the boy's master was ill with the flu and unable to attend Court, but a relative was present, and he informed him (the sergeant) that the boy was dismissed on the 22nd inst., and on the same day the two flower pots and the clothing were missed. The flower pots were traced to a Japanese shop in Wanchai and the complainant recovered them by paying compensation to the shopkeeper, who said he had bought them from the boy for \$1.50. On the 24th inst. the defendant returned to the house at about 5.30 a.m. He was found in the garden by the gardener and detained until the arrival of the Police who were communicated with by phone. When searched, the defendant had in his possession a pawn ticket relating to the two pieces of clothing which he had pledged for 70 cents. The sergeant said it was a fact that some money was owing to the defendant, but he could not say how much.

The boy said on the 22nd inst. his master gave him some money, and sent him out to buy some opium. Someone picked the money out of his pocket, and when he returned home and reported the loss of the money, his master dismissed him. His master was still owing him two months' wages, and he took the things in lieu of the money. After lecturing the defendant on the seriousness of his offence, his Worship discharged him with a caution.

A COOLIE'S GIDDY FIT.

A coolie was charged before Mr. J. R. Wood with snatching a cash box containing 60 copper cents and 220 cashes from a food stall in Pakhoi Street last night. The defendant pleaded not guilty.

Inspector Gerrard said that the complainant and his son held a stall in Pakhoi Street. At about 8.30 last night, they suspended business for the night. The complainant removed half of the stall and left the other half in the charge of his son until his return. Whilst the complainant was absent, the defendant came up and ordered two cents worth of rice and six cents of roast goose. The boy served him. After eating about half the bowl of rice, the defendant suddenly snatched the cash box and ran away. The boy gave chase and followed him into Peking Road, Shanghai Road, and several other streets calling out "stop thief!" The defendant dropped the box, and the boy picked it up. A sanitary coolie took up the chase at this juncture, and was later joined by a district watchman. Someone tripped the defendant, and he was arrested. He then had the knife (produced) the blade of which was opened, clasped in his right hand. The Inspector said the defendant evidently meant to resist arrest. The knife was an ordinary coolie knife, but it was capable of inflicting serious injuries.

The defendant said that whilst he was eating, he suddenly felt giddy, and not knowing what he was doing, he picked up the cash box and walked away with it. The boy chased him, and he ran. He denied that he had the knife in his hand when arrested. Sentence of three months' hard labour and four hours' stocks was passed.

P. & O. AND INDO-CHINA.

AMALGAMATION EXPECTED.

Lord Inchcape is now visiting India, it is understood in connection with the organization of the P. & O. Bank. It is reported that he will probably extend his voyage to China. If so, says the *Financial News*, important developments may be expected—the nature of which the recent rise in the shares of the Indo-China Steam Navigation Company will throw some light. The newspaper declares that "the ultimate connection of the P. & O. and Indo-China Navigation companies is almost a foregone conclusion and it may reasonably be expected that Lord Inchcape's travel will result in the pourparlers, which have occurred being brought to a definite head."

WEIGHT AND SIZE IN BOXING.

When eventually Jack Dempsey, world's titleholder, and Georges Carpentier, European heavyweight champion, crawl through the ropes to battle for the title they will be preceded by the same amount of pre-war dope that filled the columns of the sporting sheet previous to the late encounter at Toledo, Ohio, last Fourth of July between the same Dempsey and the then champion, Jess Willard, namely: "A good little man can always beat a good little man." Says the *New York Police Gazette*.

Followers of the manly art figured it out that as Willard had knocked out Johnson he must have been a good man, and the ringside odds of 10 to 7 with no Dempsey money in sight, proved that the oft repeated saying does not always come true.

In the history of the roped arena there have been many championship encounters in which the good-big man has been punched into fits of oblivion by a good little man. One of the most noteworthy instances recorded was the knockout of the great John L. by the 185-pound Corbett. Sullivan scaled 221 pounds the day of that battle. Yet as early as the third round the challenger was picked by the majority of the spectators as the ultimate winner.

Perhaps the one fight where the small man gave away the most weight and badly upset the dope was the one between Joe Walcott, 145 pounds, and a huge heavy-weight named Russell, tipping the beam at 245 pounds. The "Giant Killer" lived up to his name that evening and walloped the tar out of his mountainous rival. Incidentally Walcott achieved his *non de plume* of "Giant Killer" by defeating Joe Choyashi, one of the leading heavies of his day and weighing 170 pounds, while the negro, balanced the scale at an even 140.

Kid McCoy, really a middleweight, whipped many a bigger, better man. One night he met a gigantic German named Henri Placke, who weighed 250 pounds and beat him up unmercifully for four rounds.

Bob Fitzsimmons, 154 pounds, crawled through the ropes one night in Madison Square Garden and knocked out a husk named Ed Dunkhorst with a couple of punches, and Dunkhorst scaled well over 300 pounds. Fitz, while standing almost six feet, did not weigh more than 170 pounds at any time in his career. Yet this did not prevent his conceding twenty-six pounds to Corbett and knocking him out from under his world's laurels. The only bigger, better man that Fitz failed to beat when he was in his prime was James J. Jeffries, and the only reason for this was that Jeff had a jaw of steel concrete and could take a terrible beating without losing his punching ability.

Jim Corbett, in both his battles with the boiler-maker, gave Jeff a scientific beating and was only stopped when he grew careless and started to swap blows with the champion. Yet "Gentleman Jim" was forty pounds lighter. Tom Sharkey so-led forty pounds lighter than Jeff in the two fought that twenty-five-round hurricane battle down at Coney Island years ago, yet "Sailor Tom" only missed receiving the verdict by an eyelash.

Al Spink, a noted sports writer, ancient the subject relates an interesting episode that took place years ago in St. Louis that illustrates that the good big man can be beaten: Jack Looney, a great fighter and at the head of the game in St. Louis many years ago, used to say that weight cut no ice at all. And, so thinking, Jack went to England one day and brought back Tom Allen, a 170 pound Englishman, to whip the 250 pound champion American giant, Mike McCool.

While Looney was at the top in the fighting world in St. Louis, the star of Mike McCool, a strapping, strapping about from the levee, appeared in the pugilistic field. He looked so good that the near friends put him against Shanghai Connors, another big fellow, in a friendly bout and the roustabout did so well that friends set him up in the saloon business in direct competition with Looney.

McCool prospered and success came to him so suddenly that it caused insane jealousy in the Looney camp, so much so that its king went abroad for a man who would clip the wings of the roustabout and send him back to the levee.

The giant killer imported by Looney from England was none other than Tom Allen, a man of parts in that day, who came from Birmingham, the home of Mace, Carney, Mitchell and other English champions, and had learned to box in the real English way—the left hand extended, with left foot forward, the right hand held in reserve to deliver a mighty blow and the right foot in position to add weight to the delivery.

McCool was a giant, but he knew nothing of the science of the ring. So when they met for the world's championship Allen just chopped Mike to pieces and sent the tavern keeper back to the levee.

With McCool's retirement, Allen blazed forth as King Boniface. He set up a royal establishment on Washington avenue in St. Louis with a magnificent mahogany counter facing the visitors, and cut-glass equipment strung on the back bar.

REWARDS FOR MEDICAL DISCOVERY.

£20,000 A YEAR SUGGESTED.

A Joint Committee of the British Medical Association and the British Science Guild has drafted and is distributing a report on the need of rewards for medical discovery. Sir Clifford Allbutt, Regius Professor of Medicine at Cambridge, Professor J. S. Haldane, Sir Alfred Keogh, Sir Ronald Ross, Professor Bayliss and other medical and scientific men are responsible for the recommendations, and it is understood that a question is to be addressed to the Prime Minister.

It is pointed out that medical discoveries and inventions often confer signal benefits on the community, and that those who make them not only have spent much ability and time on them, but have frequently suffered financially by giving up time which otherwise might have been devoted to paid professional work. In a very large number of cases the results of such work could not be patched, or, if it were possible to do so, have not been patched from public motives. Rewards and pensions on an adequate scale are granted to distinguished soldiers and sailors, and the rewarding of inventors is at present under consideration.

State grants, it is urged, are made for the purpose of conducting medical research, but the principle of rewarding success is not established, although many of the most remarkable discoveries have been made by men who were not financially assisted in making them. It is admitted that honours conferred by the King are a much valued form of recognition, and no suggestion is made with regard to them. But it is urged that in addition there is need for a regular system of pecuniary reward. The precedent of the grants of £10,000 and £20,000 made by Parliament to Jenner is recalled. It is urged that Parliament should pay compensation when, due for losses incurred in achieving medical discoveries, and should provide an annual sum of not less than £20,000 for life pensions of from £500 to £1,000 a year as rewards to those who have made worthy medical discoveries. The procedure of allotment should be similar to that used for the Nobel prizes and for the honours and medals of learned societies.

FIRE-PROOF AEROPLANES.

The aeroplane of the future will probably be built entirely of non-combustible material. Important advances in this direction have already been made by British engineers, who have produced wing frames of Duralumin and steel. At the British Science Products Exhibition of 1919 several complete wings of Duralumin were shown. These were generally arranged with flanged spars connected by lattice bracing. Steel wings were also exhibited, built up of thin strips of high tensile steel electrically welded. One type of steel spar is claimed to be 10 per cent. lighter and 30 per cent. stronger than the corresponding wooden spar. Composite wood and steel wings are also turned out by various British makers. All metal construction is not only fire-resisting, but it is more durable, reliable, and resistant to atmospheric changes. At present the main drawback is its higher cost, but British makers are looking forward to reducing this handicap by improved manufacturing methods.

He called his place "The Champion's Rest," and did other things to make the place a winner, but in all of them he failed.

Allen whipped big and little men until Jim Mace, another Englishman, and of Allen's own weight, came along and put him away.

John L. Sullivan, when in the pink of condition, weighed 196 pounds, stripped, but when he was beaten by the 185-pound Corbett, the defeated man scaled 220 pounds. Sullivan also weighed the same when little Charley Mitchell, weighing 156 pounds, fought him to a thirty-nine round draw in France.

A glance over the following list shows that ten of the big fellows won to eight of the little fellows, a rather surprising record and one that contradicts the statement at the beginning of this story that a "Good big man (Dempsey) can always beat a good little man (Carpentier)."

Big men. Little men. difference.
Sullivan, 220, Mitchell, 159..... 64
Sullivan, 220, Corbett, 185..... 35
Corbett, 190, Fitzsimmons, 164..... 26
Jeffries, 225, Corbett, 185..... 40
Jeffries, 225, Fitzsimmons, 170..... 55
Jeffries, 225, Sharkey, 185..... 40
Hart, 210, Burns, 165..... 45
Johnson, 205, Burns, 170..... 35
Johnson, 200, Langford, 150..... 50
Johnson, 200, Ketchel, 160..... 40
Johnson, 210, Flynn, 185..... 25
Choyinski, 165, Walcott, 140..... 25
Sharkey, 185, McCoy, 168..... 25
Russell, 240, Walcott, 150..... 90
Kaufman, 215, O'Brien, 165..... 50
Jeannette, 210, Carpentier, 170..... 40
Willard, 250, Johnson, 210..... 40
Willard, 250, Dempsey, 185..... 65

PEARLING.
REMARKABLE PROSPERITY.

JAPANESE V. PAPUANS.

Remarkable prosperity is being felt by some of the chief industries centering in Thursday Island, Queensland's most northern outpost. Trochus shell, which is exported to Japan, is worth over £100 a ton, while it was once sold for £30 or £40. It is one of the mainstays of the large fleet of pearling luggers, of which Thursday Island is the headquarters. There is a danger that the high price may lead to the reefs being ruthlessly stripped. The choicest variety of trepang, much sought after by the Chinese for making soup, is now worth from £600 to £700 a ton, several times its price of a few years ago, and other varieties are also high. High prices are also being realised for pearls and pearlyshell. Finally, a high price is being realised for sandalwood, of which a quantity is obtained on Cape York Peninsula and shipped from Thursday Island.

On the whole, the marvellously mixed population of Thursday Island is peaceful and orderly, but at times there is trouble between the Japanese and the Papuans employed on the pearling fleet. Recently, after some quarrelling, 60 Papuans danced the war dance outside the town and threatened to attack the Japanese. However, the fight did not take place, and, lately, to avoid further trouble, 150 Papuans were sent home to Daru. Some of them propose to ask the Government of Papua whether it will protect them against the Japanese, some of whom have, so they allege, threatened to use firearms against the Papuans.

The control of the pearling fleet is falling more and more into the hands of the Japanese, who have largely replaced the Malays, Manilamen, Cingalese, and South Sea Islanders, who once did much of the diving and other skilled work. Representatives of these and a dozen other races, as well as Papuans and Australian aboriginals, still find employment at Thursday Island in various ways, but the Japanese hold a dominating position.

Something like a financial crisis has lately been confronting the island. Most of the pearling boats are in, and so great was the call for money to pay the wages of the divers and crews that it absorbed nearly all the cash of the two banks in the place. It is said that over £25,000 was drawn in a few days, mainly by the Japanese, and gambling in Yokohama, as the Japanese quarter of the island is called, has been on a tremendous scale.

Even the Papuans working in the pearling fleet have felt the influence of modern industrial ideas. Recently they threatened to strike for overtime pay on Sundays, and they got half-a-crown a day. The Japanese also understand the strike weapon, and the divers talk of demanding an extra £10 a ton, making £35 for all the shell raised. They receive besides all the pearls and a monthly wage sometimes as high as £30. Cases are quoted in which a diver has made £1250 in four months, or £1500 in six months from pearls alone. These are the exceptions, but the rewards are high.—*Sydney Morning Herald*.

JAPANESE GOODS
CITY ALDERMEN'S OBJECTIONS.

The electric lighting committee of the Sydney City Council has before them tenders for insulators, and of the three received, a Japanese agent tendered at £595 lower than an Australian manufacturer, reports the *Sydney Morning Herald*.

Mr. Mackay (electrical engineer) said there was no reason why these goods should not be manufactured at a competitive rate in Australia. The local firm evidently was afraid to launch out lest there would not be a market for the goods. If they were assured that concerns such as the City Council would take their goods they would probably launch out and manufacture in large quantities.

Alderman Mesgher said, if he could prevent it, not a halfpenny would go from Australia for Japanese goods.

Alderman Lindsay Thompson: If the Japanese electrical fittings are of the same grade as their matches, give me the dear article every time. It will be the cheapest in the end.

It was agreed that the consideration of the matter be deferred to enable negotiations to be entered into with the Australian manufacturers.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. COLARAD SPRINGS, Capt. Armstrong, 5,427 tons, arrived yesterday at 9 a.m. from Shanghai with 931 tons of general cargo.
The s.s. PILSNA, Capt. B. Bodnar, 4,843 tons arrived yesterday at 8 a.m. from Singapore with 600 tons of general cargo.
The s.s. HERMES, Capt. De Haan, 2,313 tons, arrived yesterday at 2.30 p.m. from Balikpapan.
The s.s. THONG AMOY, Capt. G. P. Prinsenda, 1,488 tons arrived yesterday at 11.30 a.m. from Batavia with 1,800 tons of rice and general cargo.

BIRD PROTECTION.

"It is noticeable how birds have returned to localities in which they have discovered that they are not molested," is a portion of a report issued from the Chief Secretary's Department upon the Birds and Animals Protection Act. (Australia). The new Act passed last year came into force on January 1 last, and under it many districts have been proclaimed as sanctuaries for birds. Practically all the county of Cumberland is included in these sanctuaries, and the setting apart of these reserves will obviously be of the utmost benefit. Regulations have also been promulgated limiting the sizes of "bags" of wild duck and quail, and prohibiting the use of birdlime. It was found necessary during the year to remove protection from kangaroos, wallaroos, and opossums, in some districts where they were causing damage to settlers.

JAPANESE CHAMBERS OF COMMERCE.

CONFERENCE IN TOKYO.

The first meeting of the Conference of the eight leading Japanese Chambers of Commerce, of Tokyo, Osaka, Kobe, Yokohama, Nagoya, Hakodate, Nagasaki and Kyoto, was held at the Tokyo Chamber of Commerce on the morning of January 19th. It was an interesting meeting. Mr. Tamura, the President of the Kobe Chamber, who has recently returned from the International Labour Conference, made a report on the proceedings at the Washington Conference and Mr. Yamashina, the Vice-President of the Tokyo Chamber, made a report in detail on his investigations concerning the economic condition of Europe and America, the question of communicating with foreign Chambers of Commerce, and the question of the reform of the Chinese currency. Next came the question of the anti-Japanese movement in China. The question was not fully taken up for discussion on that day, reports on the investigations of the respective Chambers of Commerce being only made as there were many other important questions for the day. The question of the revision of the present income-tax regulations was also discussed. The Conference was to sit again on the 30th January when all the questions particularly the boycott question, are expected to be taken up for further discussion.

TO-DAY'S
ADVERTISEMENTS.HONGKONG BOXING
ASSOCIATION.

FOURTH TOURNAMENT.

At the Theatre Royal,
FRIDAY, March 5th, at 9.15 p.m.MAIN EVENT.
WELTERWEIGHT CONTESTbetween
SKY KERRISON and IRON BUX.
(Champion of the Colony).

Full programme will be advertised later.

WISEMAN, LTD.

TEA DANCE

TO-MORROW

(THURSDAY), 26th Feb.

Dance Tickets 50 cts. each.

D. M. GOODALL,
Manager."WALLA WALLA" MOTOR boats
are built for your service.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

DIRECT
THROUGH SERVICE TO ALL OVERLAND POINTS
VIA
PORT OF LOS ANGELES, CALIFORNIA, U.S.A.

Operating the following FAR EASTERN SERVICE for the account of the United States Shipping Board.

S.S. "WEST MONTPEL" loading about March 16th
S.S. "WEST HIKA" loading about April 16th

Through rates quoted and through Bills of Lading issued to all overland points in the United States.

OFFICES: SINGAPORE, MANILA, SHANGHAI, KOBE.

HONGKONG OFFICE: 3rd Floor, Prince's Buildings.

Charter Road, Telephone No. 1062.

CHAS. E. RICHARDSON, General Agent for South China.

TO-DAY'S
ADVERTISEMENTS.

FOR SALE.

FOR SALE—BILLIARD TABLE
9ft. x 4 ft. 6, with accessories.
Good condition. Can be seen at any time. Apply Wardroom Secretary H.M.S. AMSTER.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction
(FOR ACCOUNT OF THE CONCERNED),
on
TUESDAY,
March 2, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
A Few Lots of
Turkish Towels, Bath Towels, Bath Sheets, Handkerchiefs and Plain Double Best Sheets, Batting Bedspreads and Table Covers, Crochet and Drawwork Doilies.

AND
Two Bellow Valises, Suit Cases, &c., &c.
(Full Particulars from Catalogue.)
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, February 25, 1920.

(FOR ACCOUNT OF THE CONCERNED),
on
TUESDAY,
March 2, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
THEATRE AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED BEDSTRADES, TEAKWOOD TWIN BEDSTRADES, CARPETS, &c., &c., comprising—

Chests of Drawers, Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bed-room Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Washstands, &c., (fumed Teakwood), Sideboards, Dinner Waggons, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware, Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Blackwood Fire Screens, Side Tables, Chairs, Cabinets, Pictures, Carpets new and second-hand.

Also
Piano (good tone), One Enamelled Bath, and
One No. 4 Cartridge Kodak Camera with Stand and Case.
(Full Particulars from Catalogue.)
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, February 25, 1920.

NOTICE TO CONSIGNEES.
THE Steamship
"PILSNA,"
From TRIESTE & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 15th prox., or they will not be recognized.

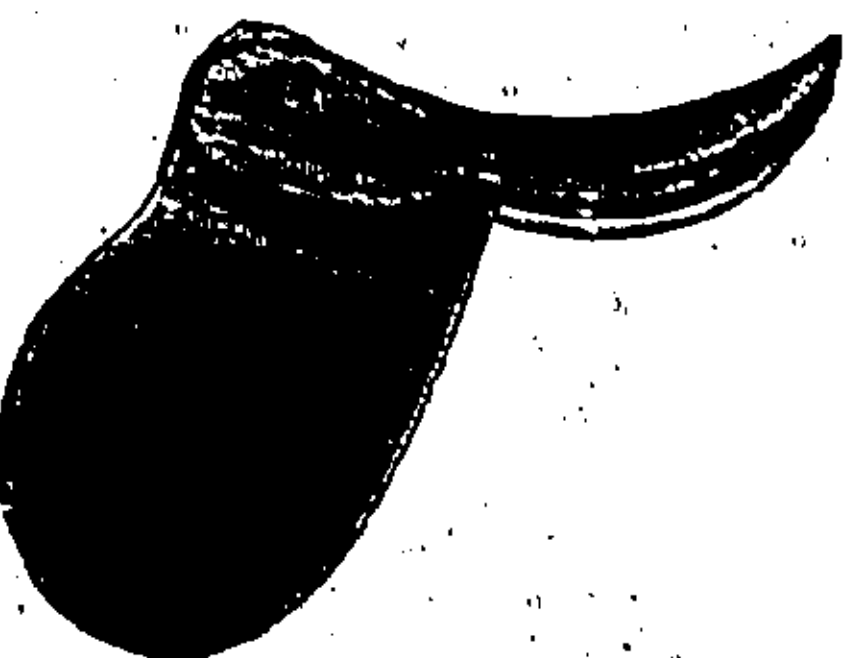
All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 1st prox. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
DODWELL & Co., Ltd.
Agents.
Hongkong, February 25, 1920.

NOTICES.

LANE, CRAWFORD & CO.
ENGLISH SADDLERY

We have just received a delivery of
ENGLISH TANNED LEATHER SADDLES.



\$45 & \$50 each.
HEADS & REINS
\$7.50 per set.
STIRRUP LEATHERS
\$5.50 per pair.
STIRRUP IRONS
\$3.50 per pair.

SADDLE CLOTHS
\$5.50 each.
WHITE GIRTHS
\$3.00 per pair.
CURRY COMBS
65 cts. each.

BRADOON BITS
\$2.25 each.
PELHAM BITS
\$3.75 each.
BURNISHERS
90 cts. each.

LANE, CRAWFORD & Co.

NEW
DANCE
RECORDS.

JUST RECEIVED.

THE ANDERSON MUSIC COY. LTD.

(THE COLUMBIA SHOP)

16, DES VOEUX ROAD CENTRAL.

TEL. 1322.

SHEWAN, TOMES & CO.

MOTOR DEPARTMENT.

DISTRIBUTORS FOR:

COLE, DODGE AND OLDSMOBILE CARS,
FEDERAL TRUCKS-FISK TYRES,
HARLEY-DAVIDSON MOTORCYCLES, ARROW,
BRENNAN, JACOBSEN, METZ, RED WING,
ROBERTS, & VENN-SEVERIN MARINE ENGINES.

We stock Spare Parts also carry a complete line of Auto-Accessories and Motorboat Fittings.

MOTOR CAR STORAGE

Repairs of all descriptions under European supervision.
Re-painting a specialty.

INQUIRIES AND INSPECTION INVITED.

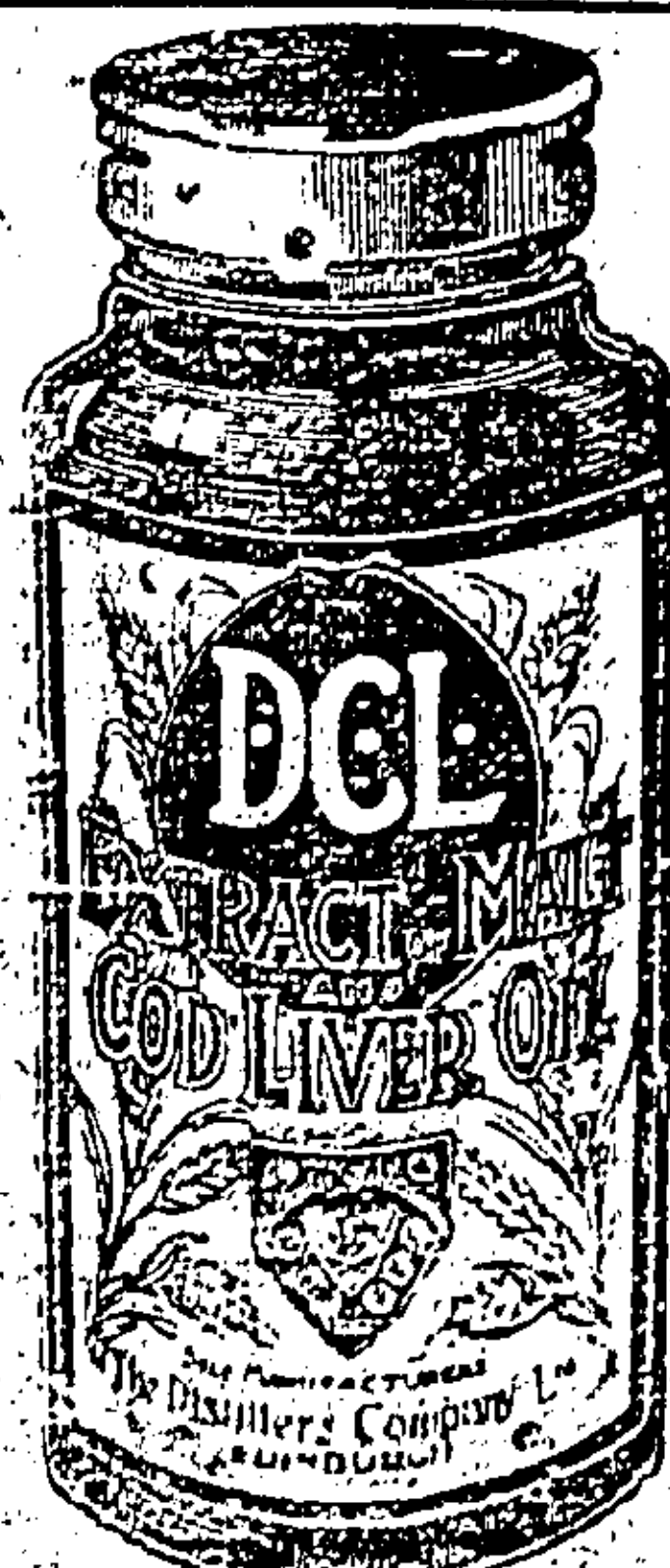
Call at our Motor Garage
No. 7 Russell Street OR Phone 650.

NOTICE.

We have just received fresh stocks of all CUTEX preparations. CUTEX is absolutely the last thing in manure. Try it.
Peppermint Tooth Paste, the scientific new departure in Dental Preparations. Prices lowered by high exchange.

COLONIAL DISPENSARY.

14, Queen's Road Central. Telephone No. 1877.



"D.C.L."

MALT EXTRACT

with

COD LIVER OIL

Is made from the finest selected Barley and malted with the greatest care on the Company's own premises by the most scientific methods of manufacture.

THE DISTILLERS COMPANY, Ltd.

EDINBURGH

Price per 1 lb. Jar \$1.00

24lb. Jar 1.80

SOLE AGENTS:

GANDE, PRIOR & COMPANY, Ltd.

Tel. No. 125. 6, QUEEN'S ROAD, CENTRAL.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

SAILINGS—

To Macao daily at 9 a.m. (Sundays at 2 p.m.)
From Macao daily 2 p.m. (Sundays at 4 p.m.)

Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK via Panama Canal.

S.S. "MUNCASTER CASTLE"

Sailing on or about March 23rd.

LLOYD TRIESTINO

SHANGHAI AND JAPAN.

S.S. "PILSNA"

Sailing on or about February 26th.

BRINDISI, VENICE & TRIESTE

S.S. "PERSIA"

Sailing on or about March 3rd.

S.S. "PILSNA"

Sailing on or about March 29th.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between
JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "RIJUN-MARU"

Sailing on or about March 21st.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA.)

Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN
PORTS with transshipment at CALCUTTA.
in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES.

For Freight or Passage on any of the above Lines apply—
DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1860). SINGON & CO. (TELEPHONE 515).

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.

ANDES MARU Middle of March.

CELEBES MARU (Call Marseilles).

GENOA & BOMBAY—Monthly service. Taking cargo on through

Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and

Cape Town via Singapore.

JACOMA MARU End of April.

BOMBAY & COLOMBO—Regular fortnightly service via Spore.

SAIGON MARU Sunday, 7th March.

GANGES MARU Middle of April.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly

service.

SHISEN MARU Thursday, 4th March.

SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Islands.

MADRAS MARU Tuesday, 9th March.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung,

Shanghai, Nagasaki, Moji, Kobe, Yokohama & Yokohama.

AFRICA MARU Wednesday, 3rd March.

ABABIA MARU Tuesday, 6th April.

KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class passengers and

will arrive at and depart from the O.S.K. wharf near the

Harbour Office.

AMAKUSA MARU Monday, 1st March.

TAKAO via SWATOW and AMOY.

SOSEU MARU Thursday, 26th February.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two slipways and can accommodate any craft
of 300 feet long.

Town Office: 64, COCKSPUR ROAD, CENTRAL, HONGKONG. Telephone No. 459.

Shipyards: Shum-Sai-Po, Kowloon, Hongkong. Telephone No. 8.

Estimates furnished on application.

Hongkong, April 1, 1912.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILING (SUBJECT TO ALTERATION).

FOR SHANGHAI TO SINGAPORE
SWATOW AND SINGAPORE Feb. 23, at Noon.
SWATOW & HAIPHONG Feb. 27, at 8 a.m.
SWATOW & HAIPHONG Feb. 29, at 8 a.m.
SHANGHAI AND TIENTSIN Feb. 29, at 8 a.m.
MANILA, CEBU & ILOILO Mar. 2, at 3 p.m.
AMOY, SHANGHAI & FUJOU Mar. 2, at 4 p.m.
SHANGHAI Mar. 4, at Noon.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent
Saloon accommodation amidships. Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai
(three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Telephone No. 14

AGENTS.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"CROSSKEY" About February 27.

"WHEATLAND" About March 4.

"ELEKTON" About March 18.

"ENDICOTT" About March 23.

For PORTLAND direct.

"MONTAGUE" About February 26.

"ABERCOSS" About March 10.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478.

Fifth Floor, Hotel Mansions.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "CAPE MAY"

SECOND HALF OF FEBRUARY.

Via PANAMA.

S.S. "SAGAPORACK"

EARLY MARCH.

Via PANAMA.

S.S. "HATCHIE"

MIDDLE APRIL.

Via PANAMA.

S.S. "WESTERN CROSS"

EARLY APRIL.

Via PANAMA.

For freight, space and particulars apply to—

THE ADMIRAL LINE.

TELEPHONES

2477 & 2478.

AGENTS

5TH FLOOR

HOTEL MANSIONS.

FOR NEW ORLEANS.

THE U. S. SHIPPING BOARD

S.S. "ASKAWAKE"

ABOUT MIDDLE MARCH, 1920.

For freight, space and particulars apply to—

THE ADMIRAL LINE.

TELEPHONES

2477 & 2478.

AGENTS

5TH FLOOR

HOTEL MANSIONS.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Leave Hongkong.

TENYO MARU 11th March.

SHINYO MARU 1st April.

SHIBERIA MARU 1st April (from Yokohama).

"PERSIA" MARU 19th April.

KOREA MARU 3rd May.

From Kobe. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO, via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA,

CALLAO, ACOIA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong:

ANYO MARU 18,000 March 18th.

KIYO MARU 14,000 May 11th.

SHIBERIA MARU 17,800 July 19th.

Ships are interchangeable with the Canadian Pacific Ocean Service, Ltd.

and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

FREIGHT SERVICE

Direct Freight Service to OUBA and NEW ORLEANS, via San Francisco,

Balboa and the Panama Canal.

Steamers Leave Hongkong:

KIYO MARU 1st half of February.

CHYO MARU April or May.

For all information as to rates, freight space, sailings, etc., apply to—

T. DAIGO, MANAGER

Telephone Nos. 2574 and 2575.

SHIPPING

C. P. O. S.

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki, (Moji) Kobe & Yokohama)

STEAMERS From To

Empress of Russia Mar. 11 Mar. 29

Monteagle Mar. 23 April 17

Empress of Japan Mar. 29 April 19

Empress of Asia April 8 April 28

Empress of Russia May 6 May 24

Empress of Japan May 26 June 18

Empress of Asia June 3 June 21

Monteagle June 4 June 28

Empress of Russia July 1 July 19

Empress of Japan July 20 Aug. 10

Empress of Asia July 29 Aug. 18

Monteagle Aug. 8 Aug. 29

Empress of Russia Aug. 26 Sept. 13

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Sept. 23 Oct. 11

Passage Fares Hongkong to United Kingdom.

Empress of Russia Gold 5,000 Tons Reg. Gold

18,600 Tons Reg. Gold 5,000 Tons Reg. Gold

Empress of Asia \$353.00 MONTAGUE \$435.00

18,600 Tons Reg. 6,188 Tons Reg.

Fares & sailings subject to change without notice.

For Fares and other information please apply to—

HONGKONG OFFICE. Cable address: CACANPAC.

Telephone 732.

CANADIAN PACIFIC,
OCEAN SERVICES

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good
Accommodation for First Class Passengers. Electric Light and Fans in State-rooms
and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 8 to 10 Days)

STEAMSHIP Capt. A. H. Stewart FRIDAY, 27th February at 1 p.m.
HAIKONG Capt. W. C. Passmore FRIDAY, 6th March at 1 p.m.

SWATOW, AMOY.

QUINNEBAUG, Capt. Medina SUNDAY, 29th February at 10 a.m.
Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons). "NILE" (11,000 tons). "CHINA" (10,200 tons).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

March 23rd, 1920. March 2nd, 1920.

AN UNBURNISHED HIGH CLASS

PASSENGER SERVICE.

C. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, 100 House Street. Tel. 1324.

AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK.

S.S. "LUCERIO" via Suez March 25.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGERS AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

For SAILINGS HALLA.

LONDON AND ROTTERDAM "SWAZI" 15th March.

Subject to change without notice.

Or to HEIR & Co., Canton.

THE BANK LINE, LTD.

General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JATA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST

INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.

INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND

S.A. EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"ITOLA"	5,300	1st Mar.	Colombo and Bombay.
"KASHMIR"	9,000	8th Mar.	MARSEILLES & LONDON via C.O.
"DUNERA"	5,400	14th Mar.	Singapore, Colombo & Bombay.
"BANGA"	6,000	20th Mar.	MARSEILLES & LONDON direct.

BRITISH INDIA-APCAR SAILINGS (South)

"MUTTRA"	4,600	27th Feb. 1 p.m.	Straits, Rangoon and Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	27th Feb. at Noon.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
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SAILINGS TO SHANGHAI & JAPAN

"DUNERA"	5,400	2nd Mar.	Shanghai.
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AMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

DAKAR MARU	...	Beginning of May.	...
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LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

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ELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU	...	Wednesday, 24th Mar.	at 11 a.m.
NIKKO MARU	...	Wednesday, 31st April	at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murnora, San Francisco, Panama & Colon.

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SOUTH AMERICAN PORTS via Cape.

YAKATA MARU	...	Monday, 1st March.	...
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OMBAY & COLOMBO via Singapore.

KOYEI MARU	...	Thursday, 26th February.	...
TORIMI MARU	...	Monday, 1st March.	...

ALCUTTA & RANGOON via Singapore & Penang.

CEYLON MARU	...	Tuesday, 2nd March.	...
HAKODATE MARU	...	Tuesday, 3rd March.	...

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU	...	Wednesday, 24th March.	at 11 a.m.
AKI MARU	...	Saturday, 17th April.	at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SAIKAI MARU (Kobe only)	...	Saturday, 26th February.	...
KAIFUKU MARU (Kobe only)	...	Monday, 1st March.	...
WAKAMATSU MARU (Kobe only)	...	Monday, 1st March.	...
RANGOON MARU	...	Tuesday, 2nd March.	...
YOKOHAMA MARU	...	Thursday, 4th March.	at 11 a.m.

Further information apply to—
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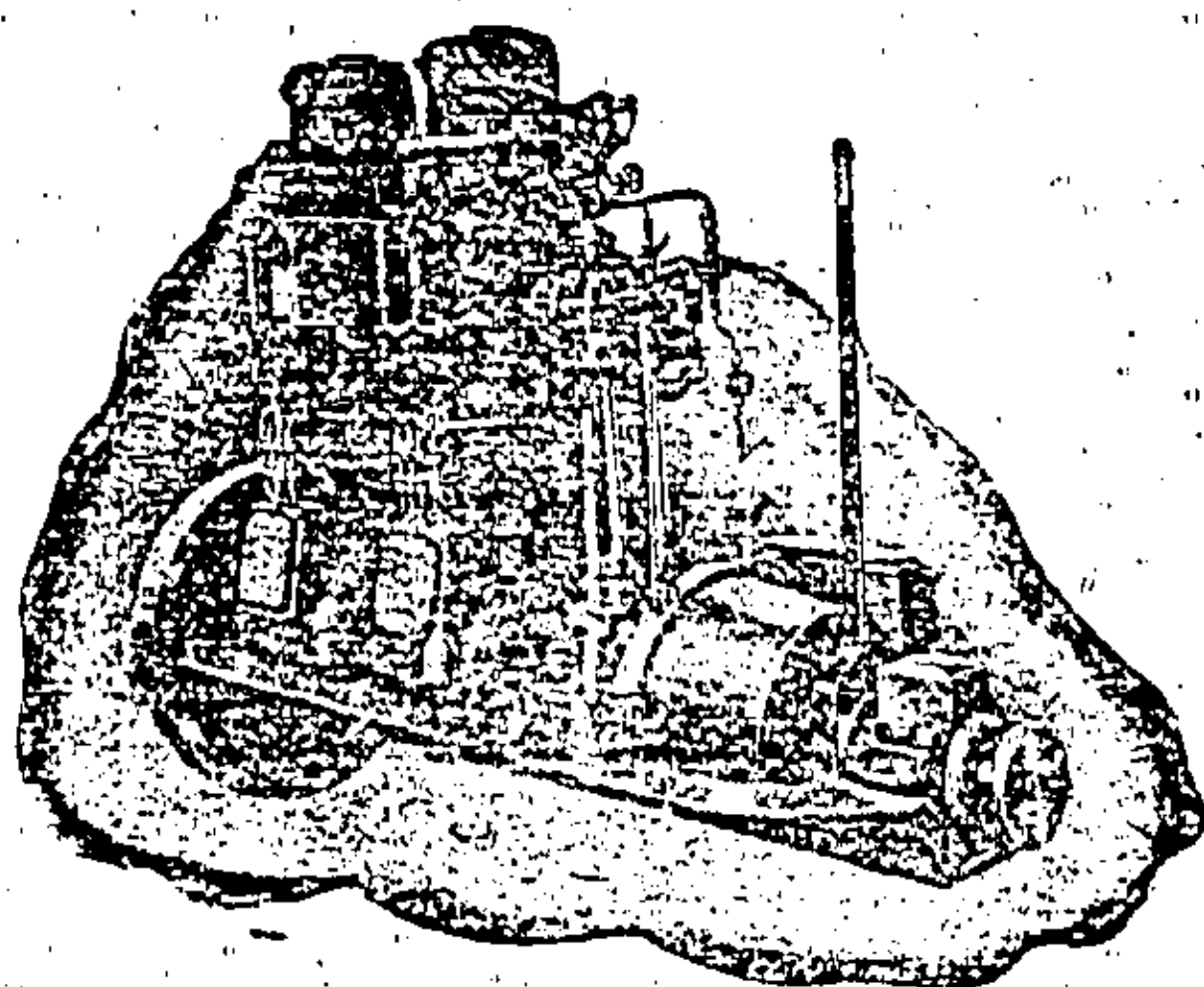
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San Francisco via Shanghai & Japan, &c.	Togo Maru	Togo Kisen Kaisha	On 11th March.
San Francisco via Shanghai, Japan &c.	Shinryo Maru	Shinryo Kisen Kaisha	On 1st March.
San Francisco via Shanghai, Japan &c.	Edison	Pacific Mail S.S. Co.	On 24th Mar.
San Francisco via Shanghai, Japan &c.	Venezuela	Pacific Mail S.S. Co.	On 25th Feb.
San Francisco via Shanghai, Japan &c.	Nile	China Mail S.S. Co., Ltd.	On 3d March.
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	About 23rd Feb.
Seattle, Tacoma, Victoria & Vancouver.	Crosskeys	Shanghai & Yokohama	On 3d March.
Victoria, Vancouver, Seattle & Tacoma.	Arctic Maru	Shanghai & Yokohama	On 17th Mar. at 11 a.m.
Victoria, B.C. & Seattle via Shanghai, Japan &c.	Fushimi Maru	Shanghai & Yokohama	On 24th March.
Vancouver via Shanghai, Japan &c.	Moore Maru	Shanghai & Yokohama	On 24th March.
Vancouver via Shanghai, Japan &c.	Empress of Russia	Shanghai & Yokohama	On 11th March.
New York via Suez.	Lucerne	Shanghai & Yokohama	About 24th March.
Australian Ports via Manila.	Togo Maru	Shanghai & Yokohama	On 24th Mar. at 11 a.m.
Australian Ports via Japan.	Anyo Maru	Shanghai & Yokohama	On 14th Mar.
New York via Panama.	Lucerne	Shanghai & Yokohama	On 24th March.
Portland.	Montague	Shanghai & Yokohama	About 24th Feb.
New York via Panama.	Manchester Castle	Shanghai & Yokohama	About 24th Feb.
Nagasaki, Kobe & Yokohama.	Ni ko Maru	Shanghai & Yokohama	On 24th Mar. at 11 a.m.
Shanghai.	Dinner	Shanghai & Yokohama	On 24th Mar.
Shanghai and Tientsin.	Shinkwa	Shanghai & Yokohama	On 24th Mar.
Shanghai and Tientsin.	Yingchow	Shanghai & Yokohama	On 24th Mar.
Calcutta via Straits & Rangoon.	Ceylon Maru	Shanghai & Yokohama	On 24th Mar.
Singapore, Penang & Belawan-Doli.	Yao Maru	Shanghai & Yokohama	On 24th Mar.
Keelung via Swatow and Amoy.	Amakusa Maru	Shanghai & Yokohama	On 24th Mar.
Saigon, Bangkok & Singapore.	Shimon Maru	Shanghai & Yokohama	On 24th Mar.
Swatow, Amoy & Fuzhou.	Hid King	Shanghai & Yokohama	On 24th Mar.
London and Rotterdam.	Suzuki	Shanghai & Yokohama	On 24th Mar.
Bombay & Colombo.	Ki-fuku Maru	Shanghai & Yokohama	On 24th Mar.
London and Antwerp.	Amakusa Maru	Shanghai & Yokohama	On 24th Mar.
London via Spore, Pang & C.O. &c.	Atsuta Maru	Shanghai & Yokohama	On 24th Mar.
Mauritius, Delagoa Bay, Durban.	C. N. Maru	Shanghai & Yokohama	On 24th Mar.
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The most comfortable route to America and Europe.

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S.S. "EQUADOR" ... SATURDAY, Feb. 28th.

S.S. "COLOMBIA" ... WEDNESDAY, Mar. 24th.

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S.S. "CADDAR" ... SATURDAY, Feb. 28th for Madras, via

S.S. "LAKE GILFEN" ... WEDNESDAY, March 3rd for Madras via

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AVIATION IN WAR.

(Continued from page 6.)

It was a long time before co-operation between other branches of the army and the air force was thought practicable, but towards the end of the war it was of daily occurrence. This work was known as the "Contact Patrol" and necessitated fairly low flying. Casualties in the air were heavy but the results justified the losses. A large part of an aeroplane's usefulness is measured by the excellent moral effect it produces. It encourages one's own troops to see their own aeroplanes overhead, while the existence of enemy machines overhead has an opposite and disturbing effect. At one period of the war I was engaged in night-flying, and though we carried out bombing raids nightly, their value was largely in the "rest disturbing" they effected. An army which is in constant dread of night raids loses sleep and consequent efficiency.

"I have described the two-seater as the 'man-of-all-work' of the air, but its two main functions are Lighter Reconnaissance and Artillery co-operation. They often do the contact patrol work I have referred to above (this is chiefly done by single seater machines) and may be asked to take a General into the air in order to show him the terrain over which a forthcoming battle is to be fought. It may be that a staff officer has to visit another part of the line quickly, again the two-seater is brought into use. Sometimes it may be asked to do the dangerous but exciting work of picking up or dropping a spy over the enemy's lines. If the machine cannot land in the enemy's country owing to there being no suitable landing ground, the spy is dropped by means of a parachute. To pick him up a rendezvous is fixed at some place where a machine can land. This kind of work requires a steady and cool brained pilot and is naturally accompanied by great risk of capture.

The two-seater is again used for day bombing. In this case the machine must be powerfully engined as she has to carry her load of bombs, pilot and observer. The bombs are placed under the fuselage and dropped by means of a bomb release. The sights for bombing are capable of a good deal of improvement, and many pilots still prefer to drop their bombs by guess work rather than by use of the proper sighting instruments. In the cases where bombing takes place from very low altitudes, the rule of thumb is all right, but in proper organised bombing raids from normal heights the bomb sight should be used. One of the difficulties is that the speed of the wind has to be taken before the raid starts, and this may have changed at the time and place at which the raid is to be carried out. One of the inventions that is badly needed for aerial warfare is an instrument which will automatically register the speed that one is travelling at through the air and over the ground. I should perhaps point out here the difference between air speed and ground speed. Ground speed is that at which one actually travels over country. For instance if one flew from Peking to Tientsin, say a distance of 80 miles, it would take an hour to travel the distance in an 80 m.p.h. machine, but this speed would be retarded by an opposing wind and accelerated by a following wind. Thus the speed that one travels through the air and over the ground is quite distinct and different. To return to our bombing raid; the machines which actually drop the bombs are followed by machines equipped for aerial photography. Photographs are taken of the damage done, and very shortly after the machines have returned home, the photographs are developed, printed and handed over to the Army Commander. An idea of my own is to have an automatic developing tank fitted alongside of the camera, and directly after the plate is exposed it could drop into the developing tank and be handed out, on returning to the aerodrome, a fully developed plate. This would mean the saving of an appreciable amount of time when time may be of the utmost value.

The machines that do the photography and bombing are escorted by a formation of fighting scouts, whose duty it is to protect the bombers from attack by hostile aircraft.

Our ever useful 2-seater is again used for photography. This again is a most important part of the aerial army's duty. Imagine yourselves as wishing to attack an enemy country of which you have no maps and very scanty information as to the disposition of the enemy's forces. You send up a few machines to take photographs of the enemy area. These machines bring back their photographs which are all taken 'at the same height. They are pieced together like a mosaic, and in no time you have a perfect map of the country you wish to attack. There are two forms of photographs—direct and oblique. The direct are taken by a fixed camera pointing downwards, and this is the method used for mapping. The oblique photograph is taken by a movable camera which is pointed obliquely at the terrain of which one wants a general view. In the former case it is most important that the machine be held with wings quite level. A small spirit level is inserted in the aerial camera to help the photographer to do this.

A third type of camera was invented during the war. This was a kine-type operated by means of a small aerial screw or propeller. Having pressed a spring, all one had to do was to fly up and down over the area to be photographed and the propeller operated the camera. I remember on one occasion, during the late war, using one of these cameras. I was unescorted and had to engage a German Fokker. We had a very pleasing scrap, but I forgot to stop my camera and the film, when it was developed, consisted of pieces of sky and patches of earth, half earth and sky in fact, a muddle from which the most skillful general on earth would have found it difficult to gather any useful information. I should point out in connection with the foregoing, that in an aerial combat the machine is very rarely flying on a level keel. It is diving, wheeling, climbing or turning steeply, and my machine was therefore taking photographs which were no use to anybody.

The foregoing I think gives you an approximate idea of the work of the two-seater, and this brings to the consideration of the long distance night bomber of which there were four types in use during the war—the French Farman, the Italian Caproni, the British Handley Page and the German Gotha, the last named being copied from the second Handley Page that went to France, which, having lost its way, landed on Lille aerodrome, then in the hands of the Germans. This was a very serious loss as it landed intact and was of course at once copied by the Germans.

The long distance night bomber brought out the very great importance of navigation in the air. The skilled navigator no longer looks at the ground to see where he is going, but at his compass. By means of compass flying and a few simple calculations he should pick up his objective, which may be hundreds of miles from the starting point, without looking at the ground at all; just in the same way that a ship navigates the trackless ocean. The long-distance night bomber was the forerunner of the successful commercial machine of to-day.

The evolution of the heavy bombing or weight carrying machines brings to the mind the possibility of moving troops by air. I do not mean to suggest that Divisions or even Brigades should be transported by air, but I should like you to consider the possibility of a small force being landed far behind the enemy's lines with the idea of destroying valuable arteries of supply or communication. The largest British machine could carry 50 people. Fifteen of such machines could take 500 men and the supplies necessary to keep them fed for an appreciable period, and though it might prove impossible ever to remove them from the enemy's country, it might be well worth testing and achieved their object. I anticipate that an undertaking of this sort would be opposed by the soldier on the ground of impracticability, and it is for this very reason that I, and many others, who have studied the matter, always advocate a separate service for the air; and here I should like to read to you two extracts from the recent

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)
AUSTRIA IN EXTREMIS.

VIENNA, February 20th.
The State Chancellor, in course of a speech, declared that, should help from the Great Powers, on which Austria relied, not come in time, the moment had come when the Austrian people must be permitted to try another solution, namely, union with Germany.

London, February 20th.
The Vienna Relief Fund has reached the total of £100,000.

HOLLAND AND THE LEAGUE.

THE HAGUE, February 20th.
The Second Chamber has passed, by 50 votes to 5, the Bill for Holland's accession to the League of Nations.

report made by the American Aviation Commission, which visited Europe last July.

This mission consulted in England, France and Italy, Ministers, Naval, Military, Air Force authorities and other experts. After a complete study of the organisations in all the three premier aviation countries, their report contained the following:—

"Great Britain considers the dominance of the air as important as that of the seas, and is avowedly planning a definite policy of aerial development to that end. Owing to the co-ordination for more than two years of her aircraft activities, she is well in the lead in practically every phase of aerial development."

"In any future war victory must incline to the belligerent able first to achieve, and later to maintain, supremacy in the air."

"Great Britain's plan of organisation is not perfect, but undoubtedly it stands to-day the most comprehensive Governmental mechanism yet set up by any nation for the encouragement, upbuilding, direction and control of its air resources. This organisation has been born of five bitter years of trial, mistake, experience and progress. It is the product of the best brains in the British Empire focussed under the spur of national need and the demand of the British people. America may well study it carefully."

"I think the foregoing shows that the single control, arrived at after much tribulation, is the goal to aim at."

This brings us to the end of the land machines, and we now have to consider the machine that flies over the sea. Their work is naturally more in co-operation with the Navy than the Army, and I must accordingly confess to a somewhat scanty knowledge of them. Every large fleet in the future will be accompanied by a ship equipped as an aeroplane carrier, which affords a clear deck sufficiently large for an aeroplane to fly from and land on.

The seaplane is handicapped by its clumsy, heavy floats, and by the fact that it is difficult to land on rough water. Neither the seaplane nor the flying boat played a very important part in the war, but there is no doubt that both are destined to play an important part in civil aviation.

I should like to say a few words on the subject of training personnel for war. Just as soldier's life is spent mostly in being trained to that pitch of perfection necessary for war, so it is in the air. Even during a war large numbers of pilots, who would be very valuable at the front, have to be kept at home to train others to fill the gaps caused by casualties. This points to the absolute necessity for an efficient training department. I have no hesitation in attributing our success in the air to sound training methods. The finest machine in the world is of no use if the pilot is not skilful and not well trained in the use of his machine. The best pilot in the world may be shot down if he has not been trained in the use of his machine gun. The pilot who flies beautifully and shoots accurately is no use unless he can find his way about and read a map accurately. The most accurate shot with a bomb is no use unless he can find the place he wishes to bomb.

The man who builds a beautiful palace without any foundations is foolish, and his palace will not last, nor does one build a house, starting with the roof. I should like you to consider the Training of your Air Force as the foundation, and the trained force as the roof that completes the structure.

May I say, before I sit down, how much I appreciate your kind attention to what I have had to say, and that if you find any of my remarks worthy of consideration I shall consider that you have paid me a great compliment. I should like to add, that if there is any point I can make clear, I shall be only too glad to do so.

General Ting Ching then addressed the audience and the proceeding closed with a vote of thanks to the lecturer. The lecture was ably translated by Mr. Z. Y. Lee.

DON'T COUGH.

It is absurd to allow a cough to have an undue and your vitality when Chamberlain's Cough Remedy will cure you. You don't know where a persistent cough will lead you. You can't afford to allow your throat and lungs to become diseased when it is such a simple thing to step into a chemist's shop and get a bottle of Chamberlain's Cough Remedy. For sale by all Chemists and Storekeepers.

RATS KILLED BY FRIGHT.

VARNISH AS DEATH-TRAP.

As the result of experiments carried out by his department, Dr. Howarth, Medical Officer for the City of London, is now able to recommend varnish as one of the most effective ways of destroying rats on a large scale.

In an interview, Dr. Howarth explained that the substance used is strong lithographic varnish. It should be warmed by heating the container holding it, in boiling water. When warm the varnish will run, and in this condition, it should be spread one-sixteenth to one-eighth of an inch thick on pieces of strawboard or fairly thick cardboard measuring about 15in. by 12in. A margin of about an inch should be left clear of varnish, and the bait placed in the centre of the board where it will adhere to the varnish. The traps should be placed along the rat runs, or near the holes. They remain effective for about four days, when the old varnish should be scraped off and a fresh layer applied.

We are continually faced with the rat problem in the City, said Dr. Howarth. We first discovered varnish being used in a place in Fenchurch Street. Since then we have experimented very successfully. In some cases we have had "bags" of 60 and 80, and I can recommend it as an excellent means of ridding a place of rats. Disappointments arise chiefly through the varnish being too weak or too "tacky." This allows the rats to move on it with impunity. We are endeavouring to meet that possibility by standardizing the quality of the varnish. People should continue to put down the boards so long as they are catching rats. It does not matter if a board has had a dead rat on it. They should just remove the body and put on more varnish.

The varnish is not poisonous, and a coroner's jury, would probably ascribe death to natural causes following a shock, continued Dr. Howarth. I think that the rats die of fright. They never get near the bait. They get their feet in the varnish and the more they struggle the faster they stick. Rats caught during the night are always dead in the morning, and it is a very remarkable thing that if two rats get on to the varnish together one of them kills the other. Evidently each thinks that the other is holding him. Then there is a battle royal, and we find one with its neck bitten through. As to the cruelty of it, we cannot afford to waste sentiment, and it is certainly not as cruel as phosphorous poison, which takes about four hours to kill.

Dr. Howarth produced a couple of the victims of his experiments, in each case the bait was untouched. The Public Health Department at the Guildhall is ready to furnish information and to recommend manufacturers for supplying the varnish.

JAPANESE WAR SERVICE DECORATIONS.

In appreciation of the meritorious services rendered in connection with the war in Europe and in Siberia the following foreign army and naval attaches in Tokyo have been decorated.

Second Order of Merit with Order of the Sacred Treasure to Major General C. R. Woodrow, Military Attaché to the British Embassy.

Fourth Order of Merit with the Order of the Sacred Treasure to Major J. W. Marsden, Attaché Militaire provisoire to the British Embassy.

Minor Cordon of the Rising Sun to Major Baron Lepomarde, Military Attaché to the French Embassy.

Fifth Order of Merit with the Double-rays of the Rising Sun to Captain Charles Grenier, assistant Military Attaché to the French Embassy.

Third Order of Merit with the Order of the Sacred Treasure to Lt. Colonel William J. Davis, Military Attaché to the French Embassy.

Third Order of Merit with the Order of the Sacred Treasure to Commander Carlo Genz, Naval Attaché to the Italian Embassy.

Fourth Order of Merit with Order of the Sacred Treasure to Major Cosma Manera, assistant Military Attaché to the Italian Embassy.

Fifth Order of Merit with the Double-rays of the Rising Sun to Lieutenant Cugia di Sant' Orsola, assistant Naval Attaché to the Italian Embassy.

Fifth Order of Merit with the Double-rays of the Rising Sun to Lieutenant Luiz de Alencastro Graca, Naval Attaché to the Brazilian Legation.

Fourth Order of Merit with the Order of the Sacred Treasure to Major Chao Wei-shih, assistant Military Attaché to the Chinese Legation.

Set of gold cups to Major General Yo Ken-sin, Military Attaché to the Chinese Legation.

DON'T RISK PNEUMONIA.

Get rid of every cold as quickly as possible. It is the forerunner of all pulmonary trouble, and pneumonia may develop in a few hours. Take Chamberlain's Cough Remedy. It is a simple thing to do, but the effect is marvellous. For sale by all Chemists and Storekeepers.

TRADE IN RUSSIA.

NORMAL CONDITIONS FORECASTED.

"Business prospects in Russia are bound to improve soon," said Mr. Reginald W. Scott to a reporter of the Japan Advertiser. Mr. Scott is the representative of the Russian-American Company for International Trade of Gaston, Williams and Wigmore. He was born in Russia and knows the trading possibilities of that country as few men can know them.

"I would not advise, however, new firms to start there, until the country has become settled," Mr. Scott said. "It would involve a colossal expense. The Bolsheviks will eventually have to modify their policy in regard to their treatment of the people. They will have to respect the representatives of other nations, both politically and commercially. This the sinner leaders of the Radical realise. They know that it will not pay them to war with the whole world."

"I do not mean that socialistic propaganda will cease—this will go on the same as now, but I do not think that the Bolsheviks intend to put in force their military terrorism to institute a world-wide campaign in favour of Bolshevism."

"Trading relations at present are at a standstill, but both factions must speedily come to an arrangement for their mutual benefit. All business is risky now, and the only policy for a business concern to adopt is that of moderation."

"The basis of the new business must be that of primitive days—of barter. The accumulation of raw stuffs can be exported only in exchange for manufactured goods, for of course no manufacturer would be willing to open credit with Russia yet. In the meantime, the trading possibilities will be restricted to articles of the first necessities of life, such as food stuffs and fuel. At present Russia has no manufactured articles to offer, but there is an accumulation of raw stuffs and old stocks in various stages of deterioration and decay, which owing to the cessation of military operations, will not be wanted, and will be liquidated."

"As soon as some kind of Government can be established, order restored and proof given to the world that justice to a certain degree can be obtained in Russia, politically and commercially, the value of the rouble will improve and business relations will automatically readjust themselves, but I do not look for a startling change in this respect—it will be a gradual improvement."

RAPID REPAIRS BY BRITISH ENGINEERS.

Particulars are now available of some extraordinary rapid repairs carried out by British shipbuilders after naval actions. H.M.S. "Lion," Admiral Beatty's flagship, was seriously damaged in the Dogger Bank fight, and about 1,500 square feet of plating had to be repaired under water. Four coffer dams were built, lowered into the water in position, and attached to the ship's side by bridges and drawn tight; they were then pumped dry. A fortnight was occupied in blasting away about 150 tons of concrete which had been used to fill in the damaged portions of the hull, and the entire repairs were completed in seven weeks. H.M.S. "Marborough," a super-dreadnought, badly injured by torpedo in the Jutland battle, was repaired in six weeks, although many experts who saw the damage were incredulous that the work could be done in so short a period. The men worked from six in the morning till nine at night with oxy-acetylene burning plants and pneumatic power. Close on 7,000 tons of vessels and merchantmen were repaired on the northeast coast during the war, and in addition over 20,000 vessels were repaired afloat within the same area.

THE WEED.

(By WALT MASON.)

Tobacco prices, too, have soared, in keeping with the price of board, of clothing, books and boots; and now we feel some mental fan when we dig up for punk cigars and snuff-drawer cheroots. There was an older, golden time when I could take a hard-earned wage, and buy a royal smoke; a torch that drove away my hair, and made grief seem a joke. But now the torch that costs a dime would drive the purchaser to crime, to arson and the like; it's made of rhubarb leaves and sage, and of the smoker, in a rage, invokes the shade of Mike. The time has come, I must admit, when it is wisdom true to quit the habit, once for all; for most cigars are made of tripe, the stuff we purchase for the pipe is ground up overall. And only plutocrats can buy the honest weed, it comes so high, and "higher still," the news, what wonder that the poor man grieves? I'm tired of smoking cabbage leaves and desiccated shoes. I'm tired of throwing coin away for sacks that should be labelled hay, but bear tobacco's brand, and so I say to every toff, "This time for swearing off! Let's do it, hand in hand!"

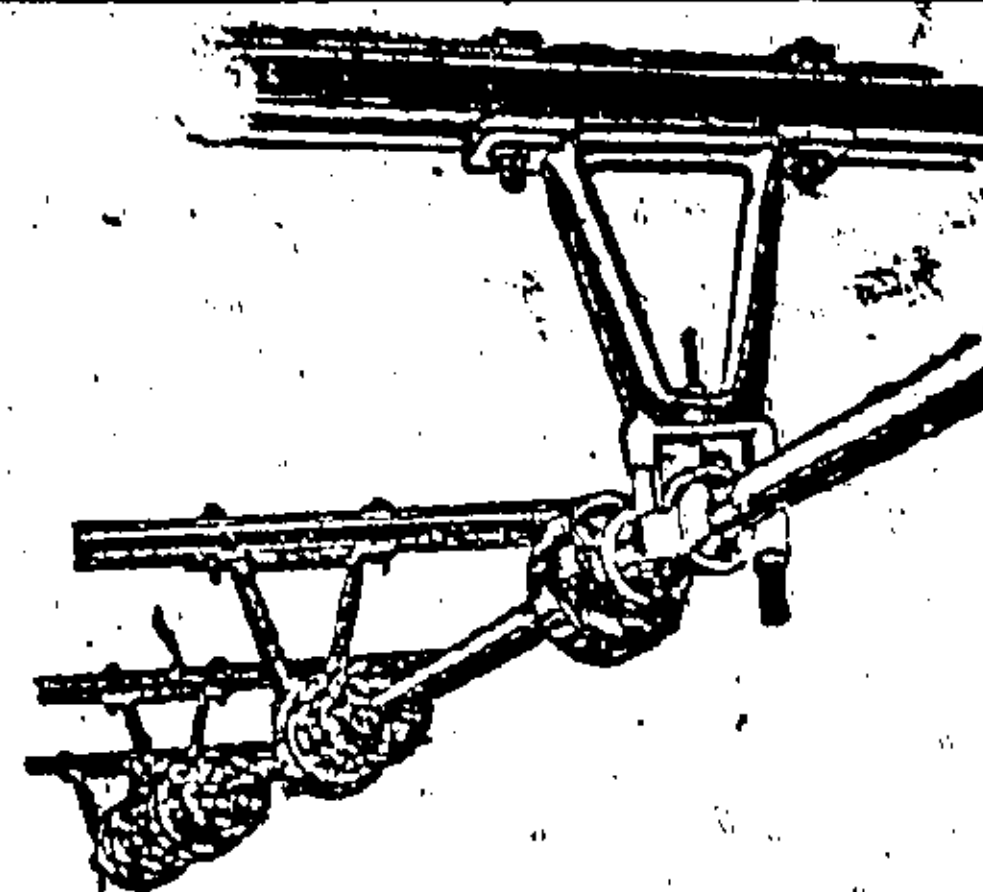
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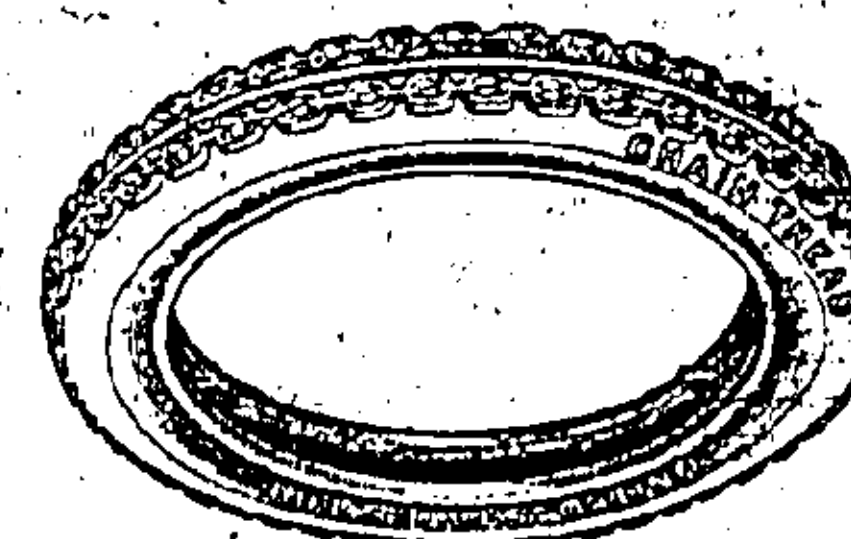
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30" x 3	24.25	7.40	35" x 4	80.00	—
30" x 3 1/2	31.50	8.20	35" x 4 1/2	76.50	16.40
31" x 4	49.70	9.75	35" x 4 1/2	76.50	16.40
32" x 3 1/2	38.40	9.65	765 x 105	47.35	—
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SHIPS DUE TO ARRIVE.

FROM EUROPE.

The s.s. **PELEUS**, due here Mar. 4 from Europe and sails for Tsingtau, Shanghai and Japan, Mar. 5.
The s.s. **LAYCAON**, due here Mar. 8 from Europe and sails for Shanghai and Japan, Mar. 9.
The s.s. **MENTOR**, due here Mar. 13 from Europe and sails for Shanghai and Japan, Mar. 14.
The s.s. **REEMUN**, due here Mar. 30 from Europe and sails for Tsingtau and Japan, Mar. 31.
The s.s. **RHESUS**, due here April 1 from Europe and sails for Shanghai and Japan, April 2.
The s.s. **TELEMACORUS**, due here April 5 from Europe and sails for Shanghai and Japan, April 6.

FROM AMERICA.

The s.s. **TYNDAREUS**, left Seattle Jan. 18 and is due here via Tsingtau, Yokohama, Kobe and Manila Feb. 28.
The s.s. **IXION**, leaves Seattle Mar. 8 and is due here via Tsingtau, Yokohama, Kobe and Manila April 14.

FROM MANILA.

The s.s. **TYNDAREUS**, leaves Manila Feb. 28 and is due here Mar. 2, sailing for Seattle via Kobe and Yokohama Mar. 14.

FROM JAPAN.

The s.s. **RYSON**, leaves Yokohama Feb. 23 and is due here Mar. 13, sailing for London via Singapore Mar. 16.
The s.s. **LYCAON**, leaves Yokohama Mar. 27 and is due here via Kobe and Shanghai Apr. 12, sailing for London via Singapore April 14.
The s.s. **MENTOR**, leaves Yokohama Apr. 10 and is due here via Kobe and Shanghai Apr. 21, sailing for London via Singapore April 27.
The s.s. **RHESUS**, leaves Yokohama Apr. 24 and is due here via Kobe and Shanghai May 10, sailing for London May 11.
The s.s. **COYOLOS**, leaves Yokohama Mar. 8 and is due here via Kobe Mar. 23, sailing for Liverpool via Singapore Mar. 24.
The s.s. **KNIGHT COMPANION**, leaves Yokohama Mar. 19 and is due here via Kobe Mar. 27, sailing for Liverpool via Singapore Mar. 28.
The s.s. **TITAN**, leaves Yokohama Mar. 21 and is due here April 5, sailing for Liverpool via Singapore Apr. 6.
The s.s. **PELEUS**, leaves Yokohama Apr. 1 and is due here via Shanghai Apr. 18, sailing for Liverpool via Singapore Apr. 17.

FROM SHANGHAI.

The s.s. **PYRRHUS**, leaves Shanghai Feb. 26 and is due here Mar. 1, sailing for London via Singapore Mar. 2.
The s.s. **EURYPILOS**, leaves Shanghai Mar. 26 and is due here Mar. 29, sailing for London via Singapore Mar. 30.
The s.s. **ORESTES**, leaves Shanghai Feb. 1 and is due here Feb. 4, sailing for Liverpool via Singapore Feb. 5.
The s.s. **DANIA**, leaves Shanghai Feb. 12 and is due here Feb. 15, sailing for Liverpool via Singapore Feb. 16.
The s.s. **HECTOR**, leaves Shanghai Mar. 18 and is due here Mar. 21, sailing for Liverpool via Singapore Mar. 22.

DEPARTURES.

The s.s. **KAM YING FAT**, (Capt. Noronha), sailed for Sama Bay via Ho-how at 7 a.m. to-day.
The s.s. **JADE**, (Capt. Cornelien), sailed for Haiphong via Ho-how at noon to-day with 250 tons of general cargo.
The s.s. **WUHI**, (Capt. Robertson), sailed for Canton at noon to-day.
The s.s. **KWANTAH**, (Capt. Stewart), sailed for Shanghai at 5 p.m. to-day with 1,400 tons of general cargo.

ARRIVALS.

February 25.
The s.s. **HAICHING**, Brit., 1,267 tons, from Swatow, Capt. Stewart D. L. & Co., Wharf.
The s.s. **PILSNA**, Ital., 4,443 tons, from Singapore, Capt. Bednarz, Dodwell & Co., Wharf.

CLEARANCES.

February 25.
The s.s. **SONGMA**, (Fr.), cleared to-day and will sail for Haiphong via Ho-how at 8 a.m. to-morrow.
The s.s. **TAISZEMA**, (Chi.), cleared to-day and will sail for Pakhoi via Ho-how at 8 a.m. to-morrow.
The s.s. **SUSHEI**, (Jap.), cleared to-day and will sail for Tokyo via Swatow and Amoy at 9 a.m. to-morrow.
The s.s. **SUNTAH**, (Port.), cleared to-day and will sail for Saigon at 8 a.m. to-morrow.

DEPARTURES.

The s.s. **PILSNA** (Ital.), Capt. B. Bednarz, Agents Dodwell & Co., left for Yokohama via Shanghai, 9 a.m.
The s.s. **YANGSHI-KIANG** (Chi.), Capt. Brown, Agents Yuen Cheong Lee left for Ho-how to-day.
The s.s. **HANG-NG** (Brit.), Capt. Holmwood, Agents J. M. & Co., left for Shanghai to-day.
The s.s. **YUE SHANG**, (Chi.), Capt. Lai-ovetky, Agents Po Lee & Co., left for Swatow to-day.

VISITORS AT THE HOTELS.

PALACE HOTEL.

Mr. and Mrs. J. T. H. S. Hurley
Miss Mrs. J. Crook-Mir J. Lyle
Miss Mrs. J. J. Jackson
Mr. and Mrs. L. R. J. J. T. Manix
Mr. and Mrs. C. Dale
Mr. and Mrs. W. A. M. Jones
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Spend your Evenings in a "WALLA WALLA" Launch.

EARLIER TELEGRAMS.

(Reuters' Service to the China Mail.)

HAVAS REVIEW.

PARIS, Feb. 19.

A Havas message says: M. Deschanel's accession to the chief magistracy has been marked by simple ceremonies, brief speeches and great popular ovations.
At the Elysee, M. Poincare, in transmitting his powers as President, said to him: "During the seven years of your magistracy you will pursue, without relaxation, the execution of the Peace Treaty obligations which Germany has so far been only too much disposed to evade. You will have to guarantee permanence to our external policy, safeguard our alliances, vivify the League of Nations, and make of the peace, which to-day is but a hope and a name, a thing, accomplished and indestructible."

Replying, M. Deschanel said: "To fulfill my duty I shall only have to keep my eyes fixed on your noble example."

In the afternoon, M. Poincare and M. Deschanel together went to the City Hall to receive the greetings of the Paris Municipal Council. M. Loubet and M. Fallieres, former Presidents, were present.

Following the reception at the City Hall, M. Deschanel paid his predecessor the courtesy of escorting him to his private home. Then he returned to the Elysee.

M. Deschanel has decided to mark the assumption of his office by granting a number of pardons for military and civil offences, excluding crimes against the country.

M. Deschanel will receive to-morrow morning members of the Diplomatic Corps who will be introduced by the Japanese Ambassador.

M. Leon Bourgeois, who represented France at the recent meeting of the Council of the League of Nations in London, in a message to the 'League of Nations' Union, says: "We are well pleased with the results of the four days' work. We have been able to obtain a unanimous vote on all the questions on the agenda. We all realise to-day that the League of Nations is alive. The decision adopted to call shortly a Financial Conference is of the utmost importance. We are convinced that the Governments of all the countries will understand that, in the present state of economic distress, isolation can only mean suffering, and that reconstruction can only be accomplished by common agreement. The League of Nations is really alive, but, in spite of the progress which public opinion has made on the path of education, it is still necessary. The success already achieved should be sufficient encouragement to persevere in the work."

The new French Loan of 5 per cent. has been given a great send-off to-day. Subscription lists will be closed on March 20th.

SUPREME COUNCIL'S SECRETS.

LONDON, February 20th.
In consequence of the recent uncertainties and misunderstandings respecting the Allies and President Wilson's Notes, the London and Provincial Newspaper Conference forwarded to Mr. Lloyd George resolutions emphasising the urgent necessity of greater publicity as regards the Supreme Council and protesting against the facilities granted to the French Press which are withheld from the British at the same time.

The Supreme Council decided upon Mr. Lloyd George's motion, to curtail the means of information hitherto afforded to the public.

LONDON, February 20th.

The Temps' London correspondent states that, owing to the amount of work not dealt with, Mr. Lloyd George anticipates that the Conference will sit in London throughout March.
The Hungarian Delegation is expected in London next week. The Hungarian reply to the peace terms is due to-day.

PRESIDENT WILSON ADAMANT.

WASHINGTON, February 20th.
President Wilson's reply to the Allied Note of February 18th will not reach the Allies before to-morrow. It is understood that President Wilson adheres to the memorandum of February 17th, and the reply is not regarded as the final chapter in the negotiations.

RUSSIA AND GERMANY.

BERLIN, February 20th.
M. Kopp, the Soviet representative, in an interview with the Vossische Zeitung, emphasised that Russia wanted German machinery, coal, drugs and technical organisers and to give raw materials in exchange.
"Goods against goods" will be Russia's principle.

PEACE WITH BOLSHIEVIES.

PARIS, February 20th.
A message from London states that Mr. Lloyd George and Signor Nitti were willing to negotiate with M. Litvinoff, but the French representatives at the Peace Conference pointed out that France has promised to assist Poland and Rumania against the Bolshevists.
The discussion was adjourned till M. Millerand has returned to London.

FALL OF ARCHANGEL.


LONDON, February 20th.
The statement that Mr. Lloyd George and Signor Nitti consented to negotiate with M. Litvinoff is authoritatively described as pure fabrication.

WHITEHEAD-GUE.

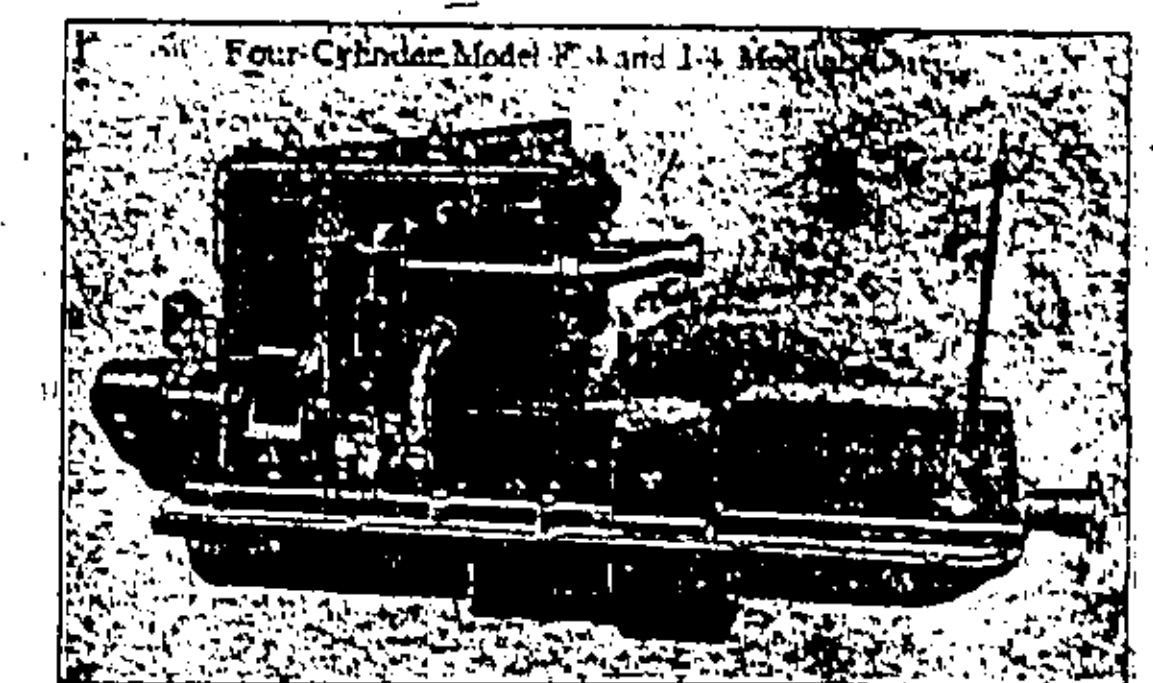
LONDON, February 20th.
In the Waterloo Cup final, Fighting Force beat Honeyman.
The betting was 4 to 1 on Honeyman.

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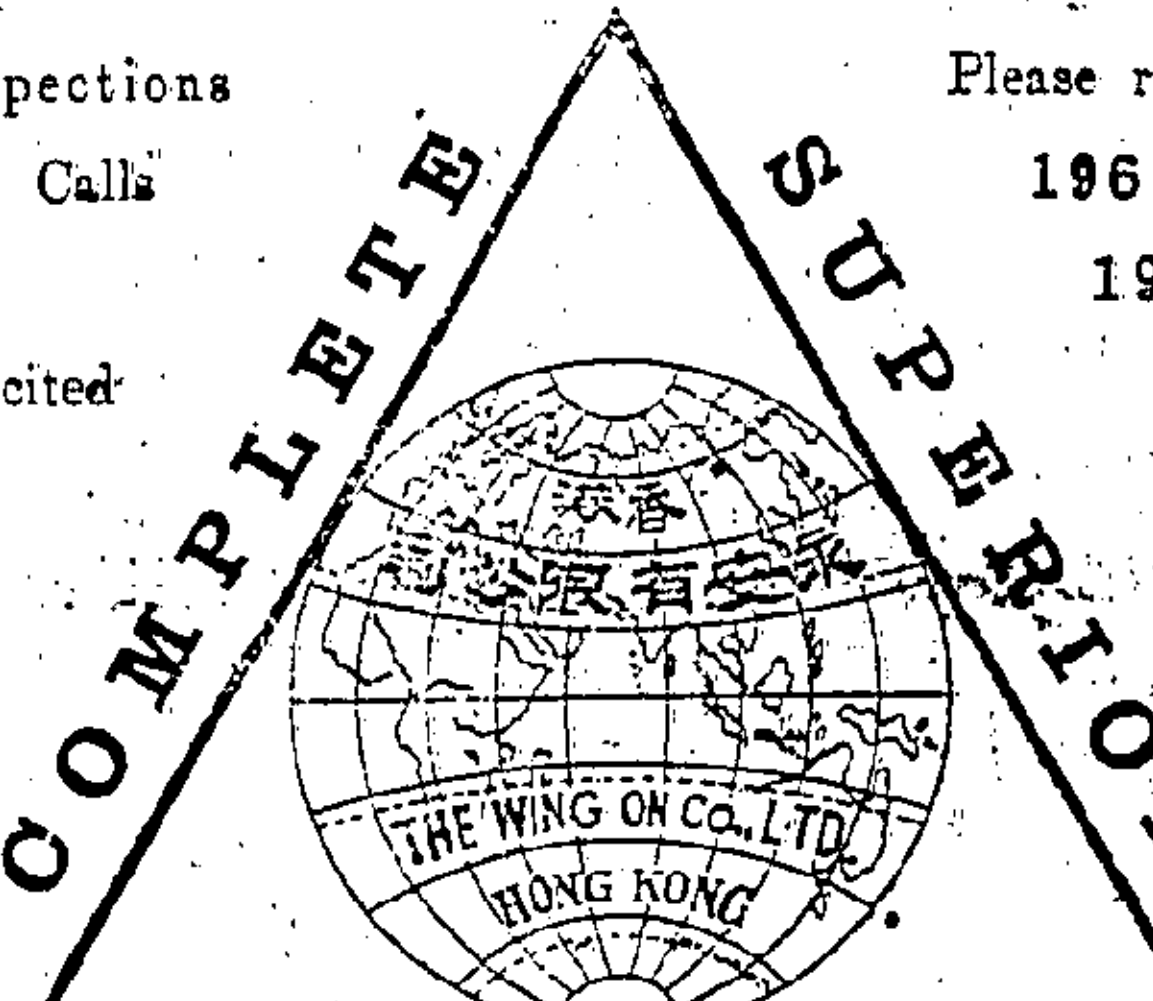


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INWARD MAILS.

WEDNESDAY, February 25.
Japan—Per MUTTRA.
Japan—Per KOYU MARU.
THURSDAY, February 26.
U.S.A., Japan and Manila—Per TENYO MARU.

FRIDAY, February 27.

Bombay—Per SAIKAI MARU.

SUNDAY, February 29.

Straits and Calcutta—Per KAIFUKU MARU.

Straits & Bombay—Per WAKAMATSU MARU.

Japan—Per SAKATA MARU.

MONDAY, March 1.

Straits and Calcutta—Per RANGOON MARU.

WEDNESDAY, March 3.

Straits & Calcutta—Per TAIAN MARU.

Straits—Per YOKOHAMA MARU.

OUTWARD MAILS.

THURSDAY, February 26.

Swatow, Amoy and Formosa via Takao—Per JOSEPH MARU, 8 a.m.

Macao—Per SUI TAI, 8.15 a.m.

*Shanghai and *North China—Per LAKE FIDELITY, 10 a.m.

Shanghai and *North China—Per SUNNING, 11 a.m.

Saigon—Per WEST SELENE, 11 a.m.

Saigon—Per PROSPER, 1 p.m.

Shanghai and *North China—Per KNIGHT COMPANION, 4 p.m.

Japan via Moji—Per KUMSANG, 4 p.m.

Macao—Per CHUEN CHOW, 4.15 p.m.

Saigon—Per HWAH KUN, 5 p.m.

Weihaiwei, Chefoo and Tientsin—Per CHITSHING, 5 p.m.

FRIDAY, February 27.

*Swatow and *Haiphong—Per KAI FONG, 8 a.m.

*Swatow, and Straits—Per CHIN HUA, 8 a.m.

Macao—Per SUI TAI, 8.15 a.m.

Sandakan, Australia and New Zealand via Thursday Island—Per EASTERN, Registration 6.45 a.m. Letters 10.30 p.m.

*Straits, Amoy and *Calcutta—Per MUTTRA, Noon.

Swatow, Amoy, and Foochow—Per HAICHING, Noon.

Straits, Bangkok and Calcutta—Per CHAKSANG, 3 p.m.

Philippine Islands—Per YUENSANG, 3 p.m.

Macao—Per CHUEN CHOW, 4.15 p.m.

SATURDAY, February 28.

Sandakan—Per HINSANG, 11 a.m.

Macao—Per SUI TAI, 1.15 p.m.

Macao—Per CHUEN CHOW, 4.15 p.m.

Shanghai and *North China—Per YINGCHOW, 5 p.m.

SUNDAY, February 29.

Macao—Per SUI TAI, 8.15 a.m.

Swatow, Amoy, and Foochow—Per QUINNEBAUG, 8 a.m.

Swatow, Amoy and Formosa via Keelung—Per AMARUSA, MARU, 9 a.m.

TUESDAY, March 2.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhagushkott, Egypt, EUROPE—MARVELL, 9 a.m.

Per PYRRHUS, Registration 9.45 a.m. Letters 10.30 a.m.

The Parcel Mail will be closed on Monday, 1st Mar. at 5 p.m.

Philippine Islands—Per TAMING, 2 p.m.

*Amoy, *Shanghai and *North China—CHINKIANG, 3 p.m.

WEDNESDAY, March 3.

Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America and *EUROPE via VANCOUVER, B.C.—Per AFRICA MARU, Registration 9.45 a.m. Letters 10.30 a.m.

THURSDAY, March 4.

Shanghai and North China—Per SINKIANG, 11 a.m.

SATURDAY, March 6.

Swatow, Amoy, and Foochow—Per HAICHING, Noon.

MOVEMENTS OF STEAMERS.

The N.Y.K. s.s. **Kaiyaku Maru** (Calcutta Line) left Singapore for this port on the 19th Feb. and is expected here on the 27th Feb.

The N.Y.K. s.s. **Saikai Maru** (Bombay Line) left Bombay for this port via Singapore on the 7th Feb. and is expected here on the 27th Feb.

The N.Y.K. s.s. **Wakamatsu Maru** (Bombay Line) left Bombay for this port via Singapore on the 11th Feb. and is expected here on the 29th Feb.

The N.Y.K. s.s. **Hakata Maru** (South American Line) left Kobe for this port on the 2nd Feb. and is expected here on the 29th Feb.

The C. M. S. S. Co.'s s.s. **Nile** sailed from Yokohama on Feb. 21st and may be expected to arrive here on Feb. 29.

The N.Y.K. s.s. **Imanami Maru** (Calcutta Line) left Calcutta for this port on the 19th Feb. and is expected here on the 12th Feb.

The N.Y.K. s.s. **Shinyu Maru** (Bombay Line) left Bombay for this port direct on the 17th Feb. and is expected here on the 8th March.



The N.Y.K. s.s. **Nichiyu Maru** (Bombay Line) left Bombay for this port direct on the 17th Feb. and is expected here on the 8th March.

The N.Y.K. s.s. **Yokohama Maru** (European Line) left London for this port via the Suez Canal on the 29th Jan. and is expected here on the 11th March.

The N.Y.K. s.s. **Tamaki Maru** (European Line) left London for this port via the Suez Canal on the 14th Feb. and is expected here on the 24th March.

ENTERTAINMENTS.

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